The Literary Digest

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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MARCH 9, 1912

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No-Rim-Cut Tires—10% Oversize

Adopted by 127 Car Makers And by Some 200,000 Users

The claims made by tire makers can never settle the tire question.

The makers of cars and the users of cars—the men who buy tires—form the final tribunal.

These men, in overwhelming numbers, have decided on Goodyear No-Rim-Cut tires. They have done this after years of experience.

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Last year's sale exceeded the previous 12 years put together. This year's sale, up to this writing, is running three times last.

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And 127 leading motor car makers have this year contracted for Goodyear tires.

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Average Saving 48 Per Cent

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Statistics show that 23 per cent of all ruined clincher tires are rim-cut.

Clincher tires are the old-type tires — the hooked-base tires—which No-Rim-Cut tires are displacing.

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25 Per Cent Here

No-Rim-Cut tires, because of extra flare, are 10 per cent over the rated size.

They actually average 16.7 per cent oversize, in cubic capacity, compared with the five leading makes of clinchers.

But say only 10 per cent.

That means 10 per cent more air—10 per cent added carrying capacity. It saves the blowouts due to overloading.

And 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

That's how we figure 48 per cent saving. And tens of thousands have proved it.

It varies, of course, with proper care or abuse. Your cost for tire upkeep depends somewhat on you.

But this saving of rim-cutting, plus the added size, will cut the average tire upkeep in two.

No Extra Cost

When we had smaller factory capacity, these patented tires cost one-fifth more than other standard tires.

Now, with a capacity of 3,800 tires daily, they cost but an equal price.

Tires that can't rim-cut cost the same as tires that do. Oversize tires cost the same as skimpy tires.

You are offered that choice at an equal price. Which tire will you take?

The 13-Year Tire

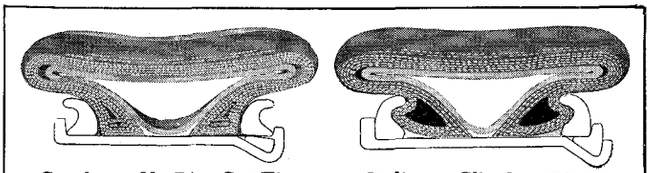
We have built automobile tires for 13 years, every year better and better.

To make actual comparisons, we have tire-testing machines, where four tires at a time are worn out under all road conditions.

There we compare formulas, fabrics and methods. There we compare rival tires with our own. We have done that for 13 years. And the final result is the Goodyear tire of today.

It is easy to claim a superior tire. But we go by the meters on that tire-testing machine. And the actual mileage proves that no other tires compare with the Goodyear creations.

These final tires, made so they can't rim-cut—made 10 per cent oversize—are what you get in Goodyear No-Rim-Cut tires.



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Both tires are fitted to the same rim—the standard rim for quick-detachable tires. The removable rim flanges are simply reversed in changing from one to the other.

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By R. E. Olds, Designer

Reo the Fifth is the 24th model I have created in 25 years. It embodies the best I know. It marks the limit, I think, in motor car engineering. It is My Farewell Car.

Not for $1,055

This car was not built to sell for $1,055. The price was undecided until the car was done.

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Our factory is immensely efficient—a model plant. It has everything known in labor-saving machinery.

Its output is enormous.

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We can give more for the money than others. We want to and will. But we can't long continue this initial price on Reo the Fifth, I fear.

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So this price is not fixed. It is based on exceptionally low cost for materials, and on ideal conditions.

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My Ideal Car

Reo the Fifth marks my ideal of a car.

It is not my creation—it is my compilation of the best that all men have wrought out.

It has big margins of safety. It has exceptional strength where cars often show weakness.

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All to know that this car, under any condition, will justify the faith that men have in me.

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The wheels are large, the tonneau is roomy, the car is overtired.

The body finish consists of 17 coats. The upholstering is deep. It is made of genuine leather, filled with genuine hair.

The lamps are enameled. The engine is nickel trimmed.

No car can be given more class, style or finish than you find in this Reo the Fifth.

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In this car we bring out our new center control—our cane-handle control.

All the gear shifting is done by a slight move of this handle in each of four directions.

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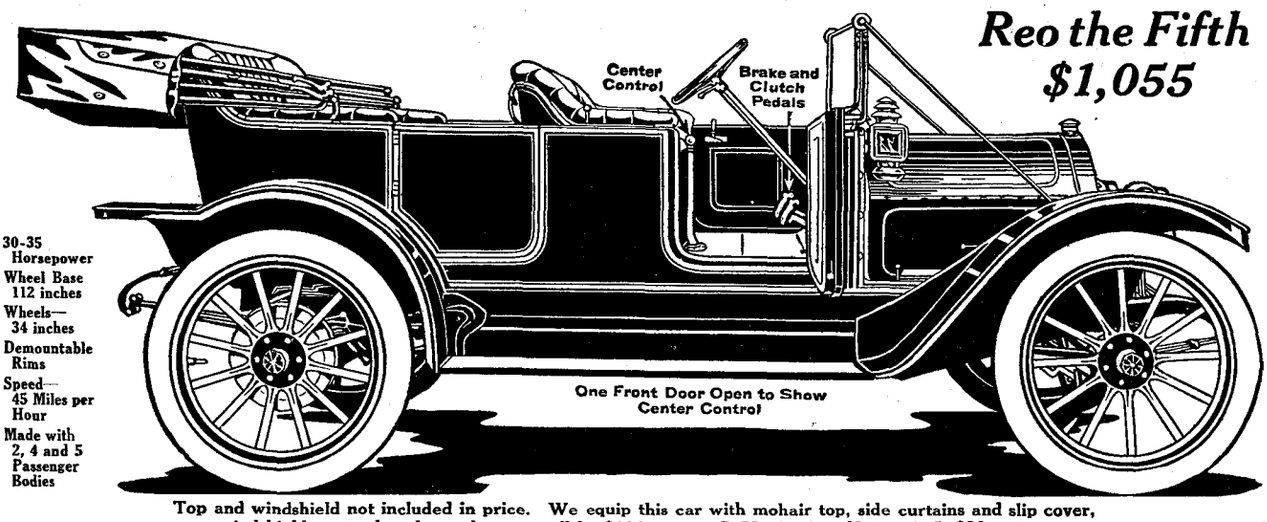

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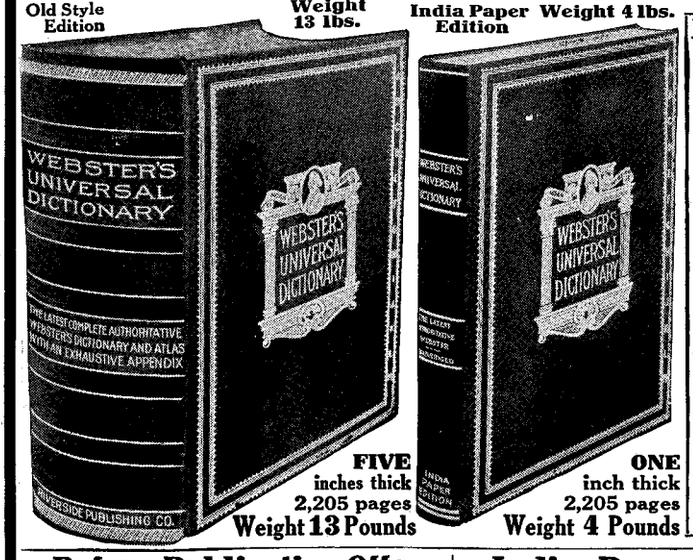

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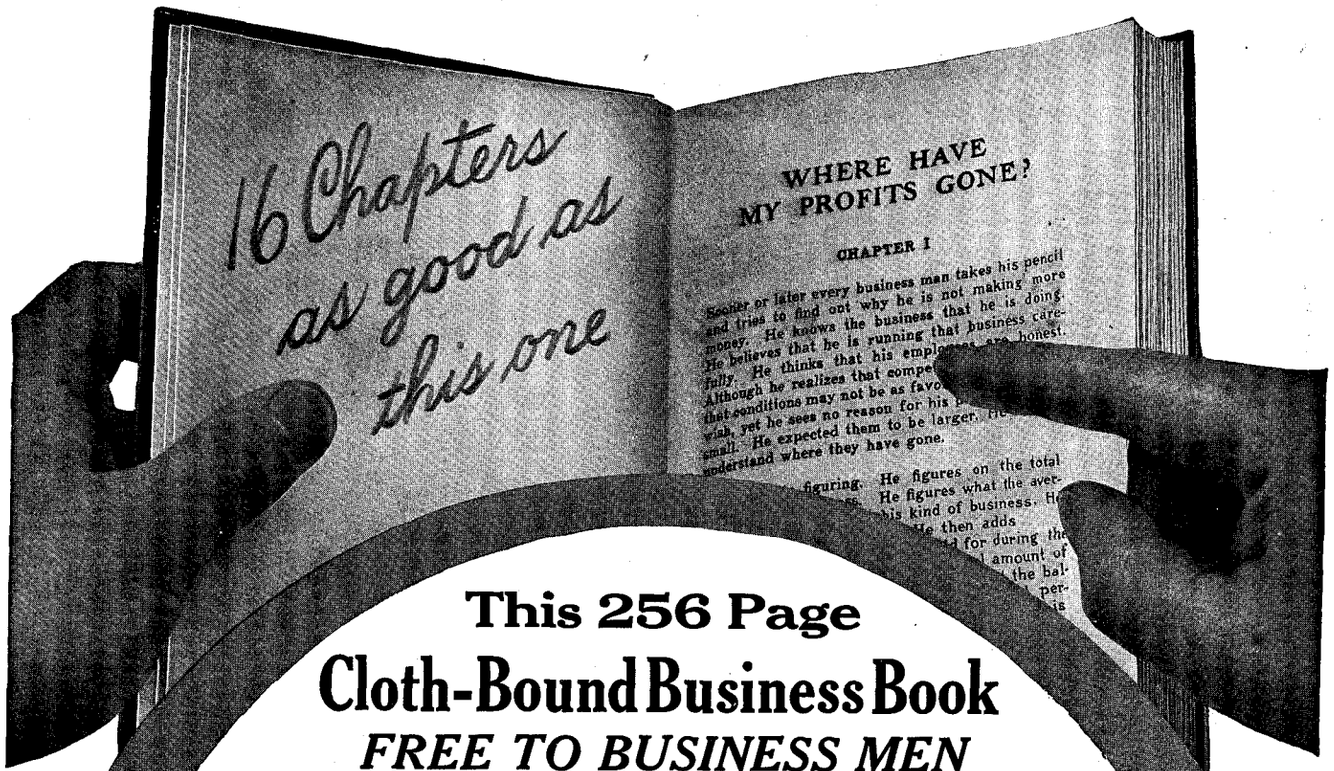

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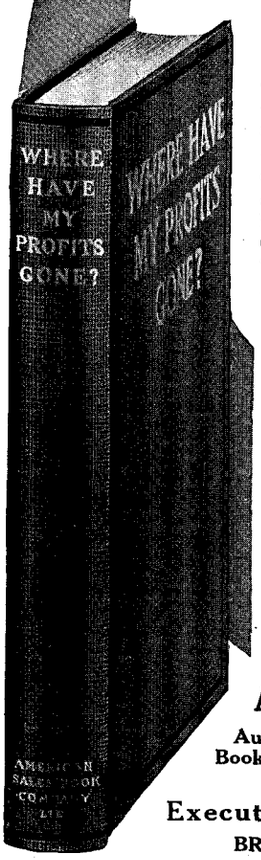

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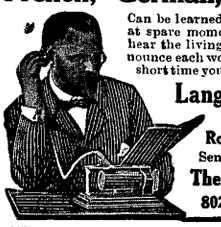

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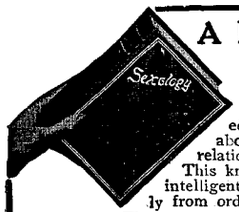

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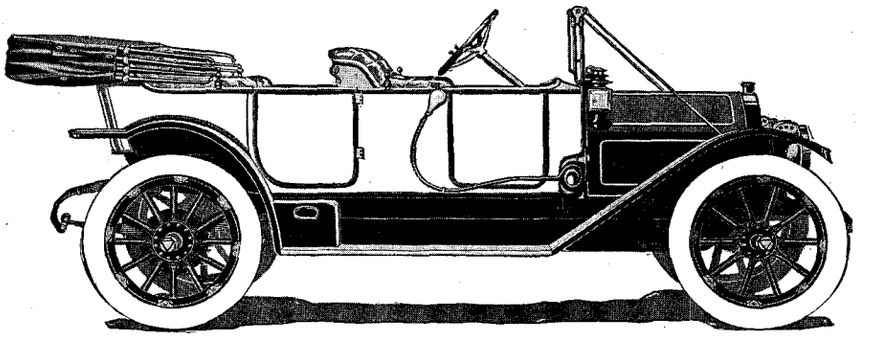

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

EXPLORING THE REPUBLICAN CHASM

WHATEVER the personal feelings between William Howard Taft and Theodore Roosevelt, each has now incurred such bitter animosity among the political followers of the other that many observers can see no hope of reuniting the party under either leadership. While the "insurgent" camp, smarting under the epithet "neurotics," is decrying the President as a reactionary, the other is shouting against the Colonel as a demagog, a revolutionist, a would-be destroyer of the Constitution. So angry is the denunciation on both sides that the Progressive Republican New York *Press* suggests that it is time for the Republicans to recognize the unavailability of both President Taft and Colonel Roosevelt and to "get together behind a candidate for President who will be acceptable to all factions, and, reuniting the party, take all its votes to the polls on election day." *The Press* hints that the man who could meet these requirements would bear a very close resemblance to Associate Justice Charles E. Hughes, of the United States Supreme Court.

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MARCH 4, THREE YEARS AGO.

But however interesting such suggestions may be, the great majority of the Republican papers accept the issue as between President Taft and Colonel Roosevelt, even ignoring, in the excitements of this dramatic contest, the avowed candidacies of Senators La Follette and Cummins. Since the Colonel declared that his hat was in the ring, and answered the supplications of the seven Republican Governors with the statement that "I will accept the nomination for President if it is tendered to me," party leaders and party organs have been steadily falling into line behind either the Taft or the Roosevelt banner. To the ranks of the seven Governors who petitioned Colonel Roosevelt to declare his candidacy, assuring him that there was a national demand for his nomination, have been added Governors Oddie, of Nevada, and Johnson, of California, while Governor Vessey, of South Dakota, is placed on good authority in the same column. But over against this array of ten, President Taft's managers have been able to marshal a phalanx of eleven Republican State Executives whose States, according to the New York *Tribune* (Rep.), "have a relatively larger vote in the Electoral College and represent a much larger body of Republican voters than do the States classified by their Executives as pro-Roosevelt." Other editors remark that however interesting this lining-up of Governors may be, it amounts to little more than an expression of personal preference, since their States will speak for themselves when they choose their delegates to the National Convention.

Perhaps the embarrassment to certain of the less extreme elements of the party, caused by this outbreak of war between two old friends, is typified by the cases of Senator Lodge, a lifelong intimate of the Colonel's, who now finds himself unable to embrace the doctrines promulgated in the Columbus speech, and of Representative Longworth, Mr. Roosevelt's son-in-law, who has more than once declared himself in favor of the renomination of President Taft. Both these men have now announced their intention to remain neutral during the campaign for the Presidential nomination.

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While Colonel Roosevelt's enemies denounce his entry in the race as a betrayal of his old friend, a repudiation of his third-term promise, a staggering blow to the party that has showered him with honors, and a menace to our system of constitutional government, and while even some of his admirers are grieved and troubled by his course, his followers insist that he was forced into the field by considerations of the highest morality as well as of political exigency. He himself declares that "I am happy, entirely happy, because I am fighting for a principle and the issue is in no sense a personal one." This statement was made during his incursion into Massachusetts, when a Boston correspondent quotes him as replying, "Of course I will," to the question, "Will you support the nominee of the Republican convention at Chicago?" The same correspondent quotes him as follows on the subject of the third term:

William E. Glasscock, West Virginia; **Chester H. Aldrich,** Nebraska; **Robert P. Bass,** New Hampshire; **Joseph M. Carey,** Wyoming; **Chase S. Osborn,** Michigan; **W. R. Stubbs,** Kansas; **Tasker L. Oddie,** Nevada; **Herbert S. Hadley,** Missouri; **Robert S. Vessey,** South Dakota; and **Hiram W. Johnson,** California.

THE ROOSEVELT GOVERNORS.

"My position on the third term is perfectly simple. I stated it as clearly as I could in 1904, and reiterated it in 1907. I said I would not accept a nomination for a third term under any circumstances, meaning of course a third consecutive term. . . . . .

"It must be clear to any reasonable man that the precedent which forbids a third term has reference solely to a third consecutive term. It grew out of the fact that a President of the United States under the present convention system of electing delegates can, if he knows how to use the machinery at his disposal, renominate himself even tho the majority of the party is against him.

"But after he has been out of the office for a term he has lost control of that machinery. He is in the position absolutely of any private citizen. The machinery then is in the hands of the man occupying the office of President."

Adolph O. Eberhart, Minnesota; **Beryl F. Carroll,** Iowa; **M. E. Hay,** Washington; **Phillips L. Goldsborough,** Maryland; **John K. Tener,** Pennsylvania; **Ben W. Hooper,** Tennessee; **William Spry,** Utah; **Simeon S. Pennewill,** Delaware; **Aram J. Pothier,** Rhode Island; **Charles S. Deneen,** Illinois; and **John A. Mead,** Vermont.

THE TAFT GOVERNORS.

Nevertheless, many anti-Roosevelt papers agree with the New York *Sun* (Ind.) in regarding as "the deadliest of all parallels" President Roosevelt's declaration of November 8, 1904, that "under no circumstances will I be a candidate for or accept another nomination," and his statement of February 25, 1912, that "I will accept the nomination for President if it is tendered me." And the Boston *Transcript* (Ind. Rep.) reminds its readers that "the third term which General Grant sought and did not get was not consecutive"—against which we may set the recently published statement of one of the leaders who formulated the opposition to General Grant that the third-term tradition really played a minor part in that opposition. And the New York *Press* declares that "if the anti-third-term cry were the strongest reason for not nominating Mr. Roosevelt for President, the Republican party would not hesitate to make him its nominee."

Nevertheless, the Buffalo *Commercial* (Rep.) declares that "it is not too much to say that Mr. Roosevelt has precipitated upon the Republican party the supreme crisis of its history," and the Jersey City *Journal* (Ind. Rep.) thinks that the Colonel has challenged his party "to choose between Roosevelt and the Constitution." The Philadelphia *Press* (Rep.) also regrets that "he has chosen to associate himself with assaults on the constitutional stability of our institutions." "Roosevelt is not a Republican," declares General Agnus' Baltimore *American* (Rep.), "and the Republican party has not the slightest intention of giving up its rich heritage of sanity, efficiency, and power at the behest of one who has proclaimed himself not only a heretic, but an apostate"; and William Barnes, Jr., in his Albany *Journal* (Rep.), also characterizes the doctrines advanced in Colonel Roosevelt's Columbus speech as "un-Republican, and, what is more important, un-American." The eminently regular St. Louis *Globe-Democrat* (Rep.) remarks that "many old-time Republican admirers of Colonel Roosevelt will look upon his act as unfair to an old friend, and as something closely resembling bad faith to his party," and the same charge is made bluntly and specifically by the Cincinnati *Times-Star* (Rep.), a paper published by President Taft's brother. In Mr. Taft's paper we read:

"The underground activities of months, the whispered conferences and intrigues, have finally given way to the announced candidacy of the Colonel.

"How long back the Roosevelt candidacy should be dated, we do not know. It is the opinion of the writer that the date should be fixt prior to March 4, 1909. Certain it is that for months Mr. Roosevelt and his friends have been actively, if at times furtively, engaged in the fight for delegates to Chicago. . . . . .

"The career of Theodore Roosevelt during the past few years offers some particularly interesting material to the student of psychology. In many respects he is a remarkable man. It is his utter failure in that poise, that breadth of human feeling, and that lack of personal ambition that made Lincoln great, that is going to make Theodore Roosevelt, when history finally throws its cold white light on him, not a great, but a pathetic figure.

"Mr. Roosevelt in his time rendered a great service to his country. To Mr. Taft he rendered a service of which the latter's friends can never be insensible, even tho his later actions seem inexplicable in view of the Roosevelt character and turn of mind as it was half a decade ago.

"It is not the President but Theodore Roosevelt who has changed since 1908. The latter used to be wholly a Republican; he is not much of a Republican now. We believe he is going to be 'licked to a frazzle' at Chicago."

Among the other Republican papers which oppose Colonel Roosevelt's candidacy and actively champion President Taft, we note the New York *Tribune*, Philadelphia *Telegraph*, Pittsburg *Gazette-Times*, Boston *Transcript* and *Advertiser*, Springfield *Union*, Des Moines *Capital*, San Francisco *Call*, Denver *Republican*, and Paterson *Call*. According to Representative McKinley, President Taft's campaign manager, the President "is the only man who can carry New York and the doubtful States," and the Boston *Advertiser* insists that "the whole country realizes that President Taft is the one safe Republican leader," and that "when the sober, sound sense of the voters has had a chance to make itself felt, President Taft is going to be renominated and reelected." The Springfield *Union* predicts that "the immediate and growing effect of Mr. Roosevelt's unwise candidacy will be to strengthen Mr. Taft's position and the regard in which he is held by the vast majority of his countrymen." The charge that President Taft does not believe in popular government loses much of its force since his explanation that what he actually said in his misquoted address before the New York Bar Association was that "not all peoples are fit for self-government."

Another group of Republican papers, while deploring Colonel Roosevelt's candidacy, speak more in sorrow than in anger. "He has not given himself a square deal in this matter," says the Hartford *Courant*, and the Buffalo *News* remarks that "the first thought about the Roosevelt letter is that it causes him the loss of many friendships which most men would prize above rubies or any political honors." "Ambition and egotism have done their worst for Roosevelt, and now he parts company with

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A NEW MEMBER.
—Bronstrup in the San Francisco *Post*.

THE HAND THAT ROCKS THE CRADLE.
—Ketten in the New York *World*.

PUTTING A LITTLE VIGOR INTO THE CAMPAIGN.

thousands of admirers who have ever been glad to follow where he led," says the Jamestown (New York) *Post*. To the Milwaukee *Free Press* his announcement that he will accept the nomination is the "most pathetic event in American latter-day politics." This paper, which has supported Mr. Roosevelt "from his sudden accession to the Presidency in 1901 to his fight against the New York bosses in 1910," goes on:

"We say that Theodore Roosevelt in this rôle of a third-term candidate is the most pathetic figure which American politics has offered in many a day—pathetic because it reveals a man with elements of real greatness, and with his fame secure, fallen victim to that megalomania, and the vaunting ambition that grows out of it, which has destroyed so many children of fortune."

Turning to the impressive array of Republican papers which have unreservedly alined themselves with the Roosevelt forces, we find his case most completely stated in the Philadelphia *North American*. Stript to the bone, says this progressive organ, Colonel Roosevelt's candidacy means that "an acute stage has been reached in the contest between human rights and property rights." It goes on to say:

"We have longed for the hour when the issue could be clean-cut and the decisive struggle imminent. But we confess surprize at the swift-changing events which have placed Colonel Roosevelt, as if driven by some outside all-impelling force, at the head of the cause at this time. Not until within the month did we believe Mr. Roosevelt would accept the tremendous responsibility which he has taken upon himself through his unequivocal declaration.

"Altho we knew that revolutions could not be accurately timed, nevertheless, we were proceeding upon the assumption that the decisive battle would not be fought until 1916. We earnestly approved the unselfish candidacy of Senator La Follette, which we, as well as he, knew was, at this time, solely for the purpose of education and protest.

"But there came two occurrences—both deplorable—that changed all plans and altered all forecasts. The first was the temporary physical breakdown of Senator La Follette. . . . . .

"The second occurrence was the complete disclosure for the first time by President Taft, in repeated, angry declarations, of his actual attitude toward popular rights, self-government, and the wisdom, justice, and capacity to rule possest by the people.

"We are convinced that these two developments were the final controlling consideration which made Mr. Roosevelt a candidate at this time. We do not speak at random, but with knowledge, when we say that the accusations that the Roosevelt candidacy was long ago prearranged are without foundation. . . . . .

"So momentous are the issues involved and so mighty are the forces in opposition that it will be a contest, the bounds of which extend beyond the personality of any man, or men, and beyond the lines of any party. Whatever be your choice of candidates, or your view of the questions involved, do not be deluded into believing that this simply is a struggle for the office of President or for any individual's prestige and power in the Republican party.

"Mr. Taft and Mr. Roosevelt each represents a cause. The conflict opens with neither representing mere personal or factional aggrandizement, but each typifying divergent basic principles, as they understand them."

This view is shared by such Republican papers as the Indianapolis *Star*, Cleveland *Leader*, Kansas City *Star*, Chicago *Tribune*, Toledo *Blade*, Emporia *Gazette*, New York *Evening Mail*, Topeka *Capital*, St. Paul *Dispatch*, and San Francisco *Bulletin*, and by such progressive independent papers as the Pittsburg *Leader*, Denver *Rocky Mountain News*, Los Angeles *Express* and *Tribune*, Boston *Journal*, Baltimore *News*, and Louisville *Post*. "It isn't a matter of personality, or of friendship, or of private preference," declares the Emporia *Gazette;* "it is a matter of the public welfare." "Whatever the editors of the country may think or say," says the Cleveland *Leader*, "the people of the United States know that the greatest American has written them a new bill of rights." Moreover, says Colonel William S. Nelson, proprietor of the Kansas City *Star*, "the only man in the United States who has a chance of leading the Republican party to victory next fall is Theodore Roosevelt." And he adds:

"They talk about the disloyalty of Roosevelt to his long-time friend, Taft; why, the disloyalty has been on the side of Taft, who has not only betrayed Roosevelt's confidence in him, but that of all the Progressives who helped him in his nomination and election."

It is to be "Roosevelt and evolution," exultantly proclaims one editor, and the Topeka *Capital*, taking up Mr. Barnes's charge that in his later doctrines the Colonel "is departing from that great charter of American liberties, the Constitution," replies:

"If there is any historic charter of liberties in this country it is not the Constitution. It is the Declaration of Independence. . . . If the Constitution is property's Bible, the Declaration is the common man's Bible. And because Roosevelt is for the Declaration when it comes in conflict with the Constitution, so the common man is for Roosevelt."

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SAVING THE COLORS.
—Johnson in the Philadelphia *North American*.

TAKING SHAPE.
—Winner in the Pittsburg *Post*.

THE "SPIRIT OF 1912."

DOUBLING THE POSTAL TAX ON PRINT

THE CONTROVERSY between the Administration and the magazine-publishers over the proper postal charge for carrying periodicals is given fresh fuel by the report of the special commission on second-class mail-matter. This commission, consisting of Associate Justice Hughes of the United States Supreme Court, A. Lawrence Lowell, president of Harvard, and Harry A. Wheeler, president of the Chicago Association of Commerce, estimates that the services for which the publishers pay at the rate of one cent a pound actually cost the Government five and a half cents, and it recommends that this discrepancy be lessened by increasing the present rate to two cents. Admitting that with the data available its figures can be only approximate, the commission estimates that the third- and fourth-class rates earn a small profit, that the letter or first-class rate returns one and one-half times the cost of service, and that the second-class matter, which constitutes 65 per cent. of the mails and earns only 5 per cent. of the revenue, is carried at a heavy loss. The commission dissents from Postmaster-General Hitchcock's suggestion that the newspapers be exempted from the proposed rate-increase, as well as from his suggestion that the advanced charges be levied only against the advertising pages.

In its final summary the commission, after advocating "a more equitable adjustment" between the rate and cost in distributing second-class mail, goes on to say:

"On the other hand, the historic policy of encouraging by low postal rates the dissemination of current intelligence, and the extent to which it has proved successful, should not be overlooked. Enterprises, those with slender resources as well as the large and highly successful—religious and philanthropic, together with those conducted for pecuniary gain—have been established on the faith of this policy; and no change should be made which would seriously hamper the circulation of useful information or dislocate an industry. The increase should be a moderate one; and, after it has been provided for, time should be allowed to permit the business to adapt itself to the new conditions before the change goes into effect."

In spite of the fact that this latest development of the proposal to double the postal rate on second-class matter involves the newspapers with the magazines, we find the commission's recommendations approved by such influential dailies as the New York *Times* (Ind. Dem.), Philadelphia *Public Ledger* (Ind.), Boston *Transcript* (Ind. Rep.) and *Herald* (Ind.), Providence *Journal* (Ind.), and Springfield *Republican* (Ind.). Says the Springfield paper:

"The commissioners approached the subject wholly unprejudiced, and their conclusions are the result of a laborious inquiry which at almost every turn affords evidence of their purpose to be fair and at the same time to be practical in their views. *The Republican* does not think there can be any reasonable dissent from the commission's recommendations."

But the critics of the plan to double the rates seem fully as strong as its advocates. "A proposal to penalize newspaper enterprise through the machinery of government" is denounced by that very regular Republican organ, the St. Louis *Globe-Democrat*, as "reactionary," and the Philadelphia *Record* (Dem.) is convinced that the Post-office Department "is exaggerating the cost of handling second-class matter," since "it is impossible that it should cost so much more than express matter." "Enormous as are the rates charged by the express companies," says the Philadelphia paper, "the cost of this service is about one-fourth the alleged cost of handling second-class mail by the Post-office."

Another argument against the proposed increase is thus presented by Wilmer Atkinson, editor of the Philadelphia *Farm Journal*, and a recognized authority on postal statistics, who contends that second-class mail, "by reason of the enormous amount of other classes of mail-matter it produces," is "far more profitable than any other class." He goes on to say:

"Is it too much to ask of postal officials to acknowledge that, should the postage-rate be doubled, as proposed, it will add to the cost of living of people everywhere, already too great; that the low rate now prevailing has been passed on to the public, and that subscribers, and not publishers, are having the benefit of it?"

The solution of the whole problem, according to the New York *Press* (Ind. Rep.), lies, not in increasing rates, but in establishing a parcel-post. With this extension of the Post-office's activities, it declares,

"the general revenues of the Department would so increase that the thing then to do, in order to make second-class matter pay its equitable share, would be, not to raise the second-class rate, but to lower the first-class rate and other rates as well as the fourth-class."

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BRANDT AND HIS JUDGES

THE JUDICIARY now seem to have reached a point where in every case the judge is on trial, as well as the prisoner, and if he fails to administer justice with exact precision the culprit he sends to a cell may later return to bring him to judgment. A case of this sort is now on in New York City, and its kaleidoscopic developments are causing some of the newspapers to ask seriously whether it actually indicates "something rotten" in New York justice. If their worst fears should be confirmed, notes one of these papers, "the prestige of the criminal courts and the entire administration of justice would suffer irreparable injury in the esteem of the public." For the sole issue, according to a group of dailies, for which we take the New York *American* as spokesman, is this: "Can a rich man's money and influence rule in the administration of justice? In this specific case of Schiff and his servant, was a friendless man sent to jail for thirty years in violation of law and justice because a rich man demanded it?" Whatever the answer to this question, so many lawyers, judges, and city and State officials have become involved, and the case is already so notorious that, as the Springfield *Republican* points out, New York politicians fear "the scandal will affect politics in the coming State campaign," and there are estimable jurists even who dread the exposure that seems imminent because of the popularity it may give to the agitation for "the recall of judges."

FOULKE E. BRANDT.

His story that his thirty-years jail sentence was the result of a conspiracy between wealth and the sworn officers of justice, has received sufficient credence to bring him a new trial.

Even tho nothing worse may develop, this "dramatic exposure" will at least "wake up the people to the crying need for simplifying the criminal procedure of this State," remarks the New York *Commercial*—"here we have a governor, two judges, a district attorney, an attorney-general, and the official leader of the New York bar, all apparently unable to say what should be done." The confusion about what should be done extends also to what has been done. But from the mass of conflicting statements, explanations, pleas, and denials that have been appearing in the New York dailies for weeks past, these undisputed facts seem to stand out: On the evening of March 8, 1907, Foulke E. Brandt entered the house of his former employer, Mortimer L. Schiff, stole some jewelry, struck Mr. Schiff, told a "hard luck" story, was given $50, and left the house. Three days later Brandt appeared at Mr. Schiff's office, was examined as to his sanity, and was then arrested upon complaint of Mr. Schiff. He was later indicted upon charges of burglary and assault, made a plea of guilty before Judge Rosalsky, and was sentenced to jail for thirty years.

The present proceedings for Brandt's release began last November. They are based on the allegation that the report of Brandt's previous criminal record, which influenced Judge Rosalsky to impose so heavy a sentence, was largely manufactured for the occasion. Mr. Schiff's animus is traced to certain insulting statements which Brandt made or threatened to make about a woman of the Schiff family. Brandt says now that he was induced to plead guilty without understanding the consequences, and his lawyers allege a conspiracy to railroad him to jail. Several discrepancies have, however, been found in Brandt's explanations and the Albany *Journal* thinks nobody will dispute that he "is a scamp." Nevertheless, most of the papers agree with the New York *Tribune* that "a despicable character plus some minor offense plus slander does not constitute the crime of burglary in the first degree." Governor Dix has refused to grant Brandt a pardon, but the State Supreme Court has since upheld a writ of habeas corpus in his behalf, and Judge Rosalsky has himself set aside the conviction and granted a new trial. Meanwhile, a grand jury, under the direction of District Attorney Whitman, is inquiring into the legality of Brandt's arrest and sentence. Brandt himself was freed from imprisonment by the habeas corpus writ and is now out on bail.

The interest in this matter, declares the New York *Evening Post*, "far transcends the prisoner's person." The issue involved "is not Brandt's character or crimes, but simply the question whether, under the forms of our law, a man can to-day be put into an *oubliette*." The people are waiting, according to *The World*, to learn from the present investigation whether there was a conspiracy to defeat the ends of justice, and if there was, who were the guilty parties. Such, too, is the more or less vigorously exprest sentiment of the New York *Globe*, *Sun*, *Tribune*, and *American*, and Brooklyn *Eagle*, *Times*, *Citizen*, and *Standard-Union*.

The New York *Times*, however, is inclined to scoff at the "conspiracy" charge, and laments that "slanderous accusations and innuendoes originating in the base mind of Brandt himself" should have played such a "conspicuous part in the proceedings to set free this embezzler, forger, and thief."

The New York press, it must be noted, call with one accord for the fullest and most thoroughgoing investigation of all circumstances and allegations connected with the case. "No matter who shall suffer or whose reputation shall be blasted, the processes of justice must be vindicated from the suspicion, rightly or wrongly engendered by this case, that they may be safely perverted," asserts *The Tribune*, for

"If the weakness of judges before wealth and influence, the complaisance of district attorneys, and the scoundrelly activities of the police are sufficient to cause severe sentences for felonies to go by favor, then no man is safe. So far as the rectitude of courts is concerned, there is little practical difference between sending to jail a man innocent of any offense and sending a man to jail for a different and graver offense than the one he actually committed. If the processes of law can be subverted to the extent of producing the lesser, it will be only a short step to the greater injustice."

The sensational reopening of the Brandt case may have "a political object," suggests the Washington *Star*, but at any rate it promises to be one of the most interesting judicial procedures of many years. Editors from Jacksonville to San Francisco are no less interested, and hope, tho in some cases far from confidently, that it will be shown that the New York State courts "have not in fact been prostituted to the end of conserving private interests at the expense of an innocent man's liberty." If the case is "as bad as it looks," comments the Philadelphia *Press*, "it will go far to destroy public confidence in the honest administration of justice in that jurisdiction and will be an impeachment of a prominent criminal court that will be felt injuriously all over the United States." The Washington *Times* recognizes a flavor of "star-chamber proceedings," and the Cincinnati *Times-Star* testifies to the "storm of indignation and protest" aroused to-day by "the mere suggestion that the *lettre de cachet* has been revived in spirit if not in form, and has been employed in liberty-loving America."

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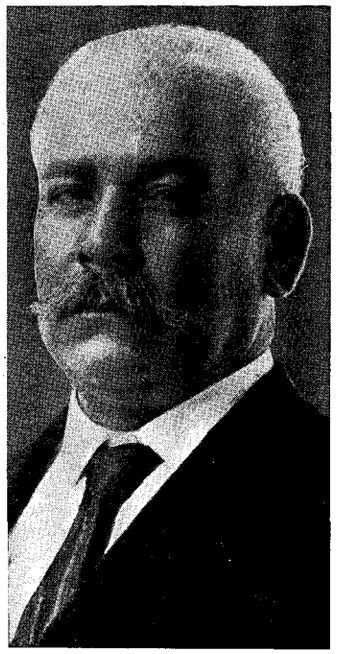
MADERO WHERE DIAZ WAS

THIS IS THE TIME, several of our editorial observers remark, for Madero to show his supposed superiority over Diaz in handling Mexico. If he is the man to rid Mexico of its ills, his opportunities are tempting, for the average of ills per square mile is regarded as well up to former records, and still rising. Such is the impression, at any rate, conveyed by the columns of press reports. Zapata may be a mere bandit or guerrilla, the Vasquez Gomez movement may be as futile as that led by General Reyes, the rebel capture of Juarez may be of little consequence, but the American press have come to believe there is a "general disturbance" in Mexico, which, whether insurrection or brigandage, must be swiftly crusht if Mexico is to remain a republic in more than name. So far, the new insurgency lacks a hero. Vasquez Gomez, who sits in his San Antonio home while his friends do the fighting, has been proclaimed "Provisional President" by several bands of Insurrectos and has signed certain bold pronunciamentos calling upon Madero to prove his patriotism by giving up the presidency. The veteran General Trevino finds himself elevated to the provisional presidency, and promptly declares his loyalty to Madero. Pascual Orozco, who once did valiant service for Madero, is said to be in arms against him, but the President refuses to believe such reports. Meanwhile Zapata and other leaders continue their work of plundering haciendas and capturing small towns, apparently unchecked by the Federal troops, and undismayed by their "defeats" in the "terrific battles" reported from official sources in the Mexican capital.



EMILIO VASQUEZ GOMEZ

This former Cabinet Minister, defeated candidate for Vice-President, is being hailed as Madero's successor by insurrecto bands. He protests, however, that he is "taking no active part" in Mexican affairs.

A perplexing feature of the situation, to the American observer, is the absolute impossibility of ascertaining how deep and widespread the disaffection is, and of predicting what will be the outcome. However, the Boston *Advertiser* is persuaded that the new administration in Mexico which so lately seemed "prospering beyond all expectation," now "nears collapse." Such papers as the Springfield *Republican*, Harrisburg *Telegraph*, and Richmond *Times-Dispatch*, now think that Mexico was too soon deprived of the strong, if harsh, leadership of Diaz. Taking into consideration the history and the nature of the people, the Memphis *Commercial Appeal* contends that "there must be a man of iron at the head of the Mexican Republic if it is to retain any semblance of permanency."

A significant and regrettable thing about all these insurrections in Mexico from the American view-point, according to the New York *Tribune*, is that so much of the fighting occurs close to the border. "It is difficult to avoid the conclusion that it is brought about there purposely, for the sake of involving American interests if not of provoking American intervention." But that very fact, says *The Tribune*, "is a reason for avoiding so far as possible anything like intervention. This country will not willingly let itself be dragged into such action to suit the ambition or spite of a Mexican faction." The report that the lives of Americans in Mexico would be in danger if armed intervention occurred is another reason which sets the New York *Sun* strongly against such action. In spite of Secretary Stimson's assurance that "there is no thought of intervention in Mexico, for pacification or otherwise," in the rushing of more troops to the border the New York *World* is somehow convinced that "the Government is apparently looking for trouble," and it asks: "Has the Washington Government learned nothing from Cuba that it should lightly play with the same fire in Mexico?" As far as either Mexico or Cuba is concerned, it is *The Herald's* opinion that "the United States should let these Republics stew in their own grease and not meddle with any one of them, unless absolutely called upon to do so by a majority of its people." In the same city *The Wall Street Journal* praises President Taft for his avoidance of actual armed interference last year, attributes the reawakened demand for intervention to "a discreditable conspiracy," and points out that "the holders of concessions in Mexico, and purchasers of worthless stocks in dishonest flotations there, have every interest in bringing the United States Government into their gamble, for the sake of the money in it." Furthermore—

"If the United States once occupied Mexico, for any purpose, she could get in, but she could never get out again. . . . To embark upon a policy which would commit us to such an attempt, for the sake of a few interested speculators, prepared to buy 'revolutionists' at so much a head, would blacken the good name of the United States forever."

Arguing from somewhat different premises, the Chicago *Daily Socialist* also declares that "the United States Army should be kept out of Mexico."

"Whether Madero is the friend of the working people of Mexico or their oppressor, it is certain that the contemplated invasion of that country by the armed forces of the United States is not in the interest of the workers either of Mexico or this country. . . . . .

"The demand for intervention has come from the capitalists alone. . . . . .

"The world is to-day told that Mexico can not keep order and that to protect capitalist interests of all nations the United States will use its military forces to 'restore order.'

"The proposed intervention contains no good-will toward the working-class of Mexico. If allowed to come it means their further subjugation by the Wall Street interests.

"It does not mean carrying to the workers of Mexico the legal advantages which American workingmen have. It means, instead, the restoration of as much of the old Diaz tyranny as can be resurrected through the pretense of restoring order."

Nevertheless, the New York *Journal of Commerce* reminds us that the United States is "especially concerned that orderly government of some kind shall be maintained." "There is no Diaz in sight and the Madero administration is showing little vigor. If things go on as they seem to be tending, there is greater danger that there will have to be intervention than at any time during the Madero revolution." And the Washington *Post* regretfully concludes that "the Mexican revolution shows signs of becoming as intolerable as the conditions that took us to Cuba." The San Francisco *Chronicle* calls for an "official inquiry into Mexican conditions." Since the first thing to seek is the economic cause of the political instability,

"it would be quite worth while to our Government to propose to the Mexican Government, and to any responsible revolutionary leader—if any such can be found—that an impartial commission of high character be appointed by the President of the United States to take whatever time is necessary to make a formal economic survey of Mexico, reporting the facts as it finds them, but making no recommendations whatever.

"If it be said that such a commission would be in derogation of the dignity of Mexico, the answer is that a commission is much better than an army. If the world knew the facts, there would be a world-wide public opinion."

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These children stayed at home in Lawrence and are being fed in "relief stations."

These youngsters went to New York, where they are being sheltered, clothed, and fed.

TAKING CARE OF THE CHILDREN OF LAWRENCE STRIKERS.

THE LAWRENCE STRIKE CHILDREN

AT BEST "a tactical blunder," at worst "an inferno of law," the action of the city authorities of Lawrence in forcibly stopping the deportation of strikers' children is far from being indorsed by the press. Because of the pinch of poverty incident to a long-drawn-out strike, and the consequent suffering among the children, temporary homes were found for these little ones in other cities. A number of children actually reached New York and Barre, Vt. But noting the spectacular features of such a migration and its possibilities as a means of spreading sympathy for the strikers, those in power in Lawrence became convinced, as the Boston *Advertiser* voices their side of the case, that "the real purpose of this policy of exiling the children is mainly one of advertisement," that "the children are exploited in one city after another," that "in some cases the children have found themselves in questionable surroundings," and that in many cases the parents were forced to agree to the deportation scheme through ignorance or fear. Hence, when the labor-leaders tried to send out a second shipment, the City Marshal was ready, and this is what happened, according to the New York *Sun's* correspondent:

"Fifty boys and girls, each wearing a tag, were escorted to the depot. Tickets were purchased for Philadelphia or Providence. Fifty mothers, sisters, and brothers of the children were on the station platform or in the waiting-room to see them off. The train backed into the depot. Then a squad of policemen, clubs drawn, swooped down upon the party.

"'You can not leave town. Get out of here and go home,' the officers commanded.

"A member of the strike committee assured the police that every child wore a tag upon which was written the authorization of the parents.

"'That makes no difference,' said the police, 'the whole batch of you have got to go back.'

"Some of the mothers started with their children for the train. The police shoved them back. Then came the soldiers carrying rifles with bayonets drawn and with bullets in their belts. They drew up between the children and the train. . . .

"Some of the women ran into the streets dragging their little ones. Others, undaunted, stood their ground. These the police seized. When the women resisted they were beaten and their clothing was torn.

"A truck in the street was commandeered and backed up to the station platform. Into this improvised patrol struggling and injured women, trembling boys and girls, and five men were bundled and carted off to the police station."

At the police station, we read elsewhere, charges of "neglect" were entered and the children were later allowed to return home.

In common with the New York *Journal of Commerce*, which strongly condemns the sending away of the children and other acts on the part of the strike-leaders at Lawrence as "the performance of pestilent trouble-makers," we find the Providence *Journal* and the Boston *Advertiser* inclined to see things from the view-point of Mayor Scanlon and City Marshal Sullivan. Other papers in their own State, however, deprecate the action of these officials, and the Springfield *Union* and Boston *Journal* and *Herald* bluntly inform the Lawrence police, to use the words of the last-named paper, that it is none of their business "if the strikers in that city do see fit to send their children to Philadelphia." None of the strange incidents of the Lawrence strike has been "more disquieting," avers the conservative New York *Sun*, "than the attempt to put an embargo on the movements of residents of an American community." Similarly the Philadelphia *Public Ledger* does not see what right the Lawrence authorities had to interfere, and *The Record* affirms that "the seizure and detention of the Lawrence children was clearly in violation of the constitutional right of their parents or guardians to provide for their welfare as best they could under emergent conditions." There is a notable agreement on the part of such papers as the New York *Commercial*, *World*, and *Evening Mail*, Washington *Star* and *Times*, and Jersey City *Journal* that the Lawrence city authorities made a serious and lamentable blunder. In an editorial with which the Socialist New York *Call* declares itself in "hearty agreement" the New York *Tribune* says:

"The authorities of Lawrence, Mass., are playing into the hands of the Socialists who are directing that strike. The interference in the natural right of parents to send their children temporarily away from home, the clubbing and arrest of parents and their sympathizers, the arrest as neglected children of those who were going for a time only to homes where they would be well fed and clothed, and the probable distortion of a law to justify these acts is as chuckle-headed an exhibition of incompetence to deal with a strike situation as it is possible to recall.

"For the express purpose of preventing the 'exploitation' of children the Lawrence authorities have themselves exploited them brutally and stupidly. The object of the exploitation of the children by the labor-leaders was to create sympathizers with the strikers, and incidentally Socialists. Such official blundering as this, however, producing the impression inevitably that the police have interfered with the rights of poor parents in a way that they would not dare to do in the case of rich parents, will make a dozen sympathizers with the strikers and a dozen Socialists where the plan of organized labor, had it been left alone, would have made one.

"Governor Foss' secretary is quoted as saying that an inquiry will be made as to whether the constitutional rights of any one have been violated. The constitutional rights of the Lawrence authorities would not be violated if some one would

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inject common sense into their heads. Governor Foss should undertake to do that."

So far as can be gathered from conflicting accounts, some 20,000 workers are still "out" at Lawrence. Renewed bitterness and new acts of violence are thought likely to follow the recent happenings. On the other hand, certain wage-concessions recently announced by the mill-owners may satisfy the operatives and thus end the strike within a few days. In both Houses of the Federal Congress resolutions for investigations of the Lawrence situation have been offered and discust. And the Federal Department of Justice will look into the matter to see if any citizens have been deprived of constitutional rights. Senator Poindexter (Prog. Rep., Wash.), who visited Lawrence, found conditions there "the clearest illustration of the fallacy of an excessive tariff that the United States has ever known." Tho textile-manufacturers have used the plea that a high tariff helps keep up the standard of living of the American workingman, the Senator finds, as he is quoted in the New York *American:*

"tLat the textile-manufacturers have at these mills as squalid labor as can be found in the four corners of the earth. They pared down the wages of these people, not to meet the standard of living in the United States, but to the barest possible margin of existence.

"In one miserable tenement-building I found fifty-four persons living. Twenty-two of them worked in the mills at an average pay of $6.67 per week. This is $2.75 per week with which to buy food, clothes, light, and fuel, and pay rent for each one of the fifty-four. These are luxuries which the mill laborers enjoy under the rich picking of a high protective tariff. . . . . .

"Families are concentrated in Lawrence by sheer force. If they are starved into subjection and forced to go back to work at such wages as the manufacturers choose to pay, there is little substantial difference between their condition and abject slavery.

"What can the Government do?

"It can reduce the tariff to a reasonable rate so that these manufacturers will not be able to gouge the workingman on the one hand and the consumer on the other."

Similar testimony leads the Louisville *Post* to conclude impressively:

"Here we have a picture of the workings of the Payne bill, the best tariff bill that ever passed, as Mr. Taft called it. In the first place, as shown at the mills of the American Woolen Company, it secures only a starvation wage for laborers in New England manufactories. In the second place, the most pauperized labor of Europe has been brought here to work in protected mills and the good of the 'American laboring-man' has been lost sight of.

"It was an evil day for protection that brought the strike at Lawrence in a Presidential year."

TOPICS IN BRIEF

THE Grand Old Party seems to be twins.—*Columbia State.*

SO far, no policeman has been robbed while on duty.—*Wall Street Journal.*

TRIPOLI has been annexed. It is all over but the fighting.—*Boston Advertiser.*

NATURALLY Colonel Roosevelt, who "took Panama," wants to finish digging the canal himself.—*Boston Traveler.*

A PAIR of Kilkenny cats on a clothes-line ought to supplant the dinner-pail as the Republican emblem.—*Pittsburg Post.*

ROOSEVELT has followed his hat all right, but it is not certain whether he has put his head or his foot in it.—*New York World.*

THE Teddy-bear manufacturers should be next to declare their unqualified approval of the Roosevelt boom.—*Des Moines Register and Leader.*

NEW YORK caterers are getting ready for the biggest ice-cream season they have ever had. The creameries, however, will not be affected.—*Dayton News.*

POSSESSION of certain tools proves you a burglar. Will it come to the point where possession of an automobile makes you a highwayman?—*Wall Street Journal.*

RECALLING certain judicial decisions may be all right, but it would be a good sight better to forget a lot of them.—*Philadelphia North American.*

IF a Federal Health Department could keep down the nervous disorders so prevalent in Washington, no appropriation for it would be too large.—*Wall Street Journal.*

NEXT on the Democratic tariff-reduction program is a chemical bill. Its immediate effect on the cost of living should be almost as great as the Steel-Tariff-Reduction Bill.—*New York World.*

NEW YORK is greatly excited over the recent hold-ups in the financial districts. You see these were committed by rank outsiders, and Wall Street will not brook a rival.—*Philadelphia North American.*

IT is said that the mine-owners in Chihuahua are leaving for the United States "with all their valuable possessions." They would not like to have this appear just this way in their mine advertisements. — *Christian Science Monitor (Boston).*

O ANANIAS, what clubs are organized in thy name!—*Columbia State.*

AND the hat in the ring was tenanted by a large-sized bee.—*New York Commercial.*

THE recall of decisions evidently applies also to those not to run.—*Boston Herald.*

IF China would only ask the loan of a few Presidential possibilities, how gladly we would oblige.—*Wall Street Journal.*

WESTERN mothers are said to be trying to prevent their sons reading dime novels about the "Wild East."—*Baltimore Sun.*

AND now the lucky Emperor of China can run barefoot, go in swimming, play hooky, and enjoy life.—*Wall Street Journal.*

YOU have noticed, we suppose, that the men who consecrate themselves to the uplift generally demand an office as a starter.—*Houston Post.*

PRESIDENT TAFT calls those Progressives neurotics, but we have never been able to notice anything the matter with their nerve.—*Washington Post.*

THE next thing we know, there will be a demand at Washington for a public building as a general headquarters for Presidential candidates.—*New York World.*

PHILADELPHIA policeman, on forty-nine years' average salary of less than $1,000, retired with $250,000. Discouraging to our local talent.—*Wall Street Journal.*

AN INOPPORTUNE CALL.
—Donahey in the Cleveland *Plain Dealer.*

A UNIVERSITY-OF-CHICAGO professor has printed a classification of all possible lies. Campaign text-book writers should find it invaluable either as preface or index.—*Boston Herald.*

THREE railroads are trying to borrow $40,000,000 for upbuilding purposes—no doubt to make more appalling the ruin they have predicted from close Government regulation.—*New York World.*

GENERAL DIAZ might defray his expenses while he is abroad by establishing, for the benefit of his countrymen, a correspondence course of instruction in the art of governing Mexico.—*New Orleans Times-Democrat.*

THE New York police say that two hundred ex-convicts drive taxicabs in that city. This confirms the suspicions of many visitors to the metropolis. It also shows to what depths of depravity a prison sentence leads.—*Boston Advertiser.*

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AN ANGLO-GERMAN PEACE MOVE

THE KAISER HIMSELF took the first step toward forming a permanent accord between England and Germany, when he said, as reported in the *Koelnische Zeitung*, apropos of the Bagdad Railroad, the subject of so many squabbles between the British Foreign Office and Berlin: "The English people would look at the affair in a different light if their ministers would take the trouble to visit us themselves. The man whom I think most suitable for this is my friend Haldane." This remark, says the *Berliner Tageblatt*, being repeated in London, led to the visit of Lord Haldane, British Minister of War, to Berlin. His subsequent conversations with William II. and Bethmann-Hollweg produced results leading to an entente between England and Germany which is expected to put an end to the political friction, the endless recriminations, the suspicions, and the colonial complications which have long exacerbated international relations. This entente, says the London *Times*, has the great advantage of arranging a mutual understanding between the two countries with regard to the partition of Africa, always a sore subject, and, especially, with regard to the disposal of the Portuguese possessions on that continent. It does not touch on the limitation of armaments, but the great London daily soothingly remarks:

SAFE HOME FROM GERMANY AND IRELAND.

Lord Haldane and Winston Churchill exchanging experiences on the former's doorstep.

"No nation, it need hardly be said, has any just cause of complaint at the determination of the German Government to increase their land and sea forces to whatever extent they deem proper. It is their right as a sovereign state, just as it is the right of all other sovereign states which may conceive that these increased armaments might in conceivable contingencies endanger them, to increase their own armaments in proportion. We may regret the German decision, and regret the fresh burdens which it will of necessity impose upon ourselves and upon others, as well as upon the German people. But we can not justly find fault with the Emperor and his advisers for taking steps which they declare to be necessary for the welfare and the greatness of their country."

We learn from the *Taegliche Rundschau* (Berlin) that the agreement is especially intended "to terminate all the political and commercial differences existing between the two countries in all parts of the world, by clearly defining the British and German spheres of influence." This paper adds that previous to signing the agreement—

"The British Government had inquiries made in Berlin whether Germany was inclined permanently to remove the points of difference in the economic and political interest of the two countries by a definition of German and British spheres of interest. . . . The agreement embraces colonial, naval, and eastern railway questions."

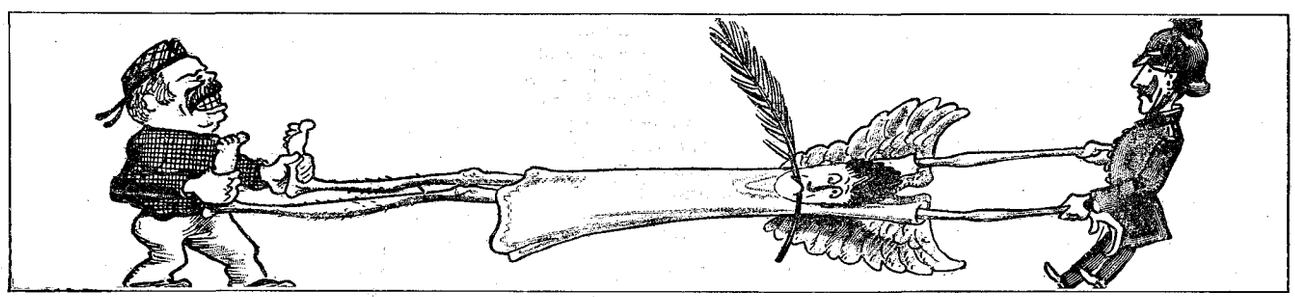
Some bitter comment on this agreement is uttered by the French papers. The *Journal* (Paris) sneeringly remarks that it will turn out to be impracticable unless "Germany consents to a limitation of her Navy and bows to British supremacy." And it adds:

"This is most unlikely; but if Germany does so, the money she now spends on dreadnoughts will be expended in strengthening her Army. There will be no real menace to her defensive policy."

The accord will amount to nothing, thinks the *Figaro* (Paris), which discusses the question at length and concludes:

"The object of this accord is chimerical, and I do not know anybody here who feels any interest in it. Of course I do not answer for the innumerable Germans who have become naturalized Englishmen nor for the Liberals of German descent who can unite a love of their commercial interests with their devotion to Free Trade and the maintenance of peace at any price—but these are in an insignificant minority."

The same indifference or even opposition to the accord is evinced by many German papers. The *Staats Zeitung* (Berlin) says suspiciously that it is high time "deeds should follow words";



THE ANGLO-GERMAN AGREEMENT.

It may result in the elongation or prolongation of peace. —*Kikeriki* (Vienna).

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on the part of England before that country be trusted. "So long as England regards Germany as an inferior and fails to recognize that the two countries have the same rights, this accord must prove abortive." "Away with such accord," exclaims the *Deutsche Revue* (Berlin); "the only guaranty of peace with England is the strength of our fleet."

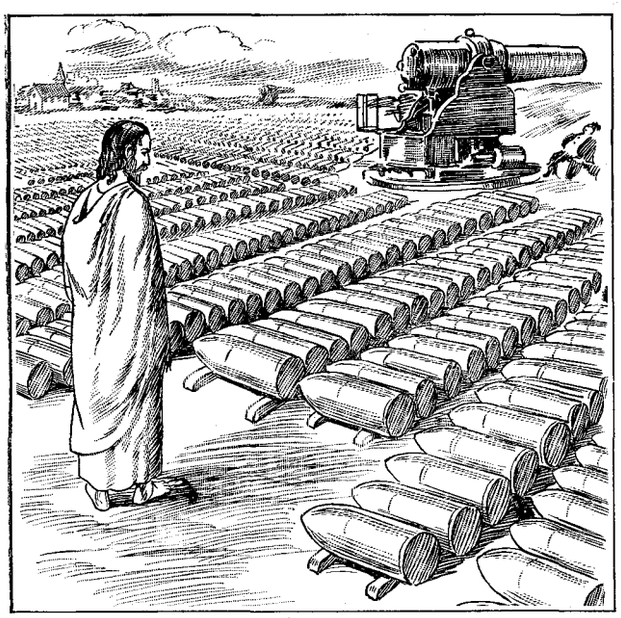
The wisest and broadest estimate we have met with in the

REVISED VERSION.

TRIPOLI—"Men of Africa, behold the White Peril!"
—*Kikeriki* (Vienna).

English press concerning this movement toward reconciliation is to be found in the London *Nation*, which thinks that Germany is compelled by her present political and social condition and the attitude of the new Reichstag to seek safety in pacific legislation. Hence we read:

"'The Socialist successes and the defeat of the Blue-Black block have necessarily predisposed the German Government to peace. Such a Reichstag as it must now somehow manage can not be trusted to sanction a policy of aggressive imperialism or extravagant armaments. Necessity in one guise or another has confronted all the parties to this fruitless strife, and each must recognize to-day that its interest lies in promoting, as promptly as may be, the fullest reconciliation. The consequences of failure are such as one does not choose to contemplate in their unpleasant detail. It would mean the renewal of the race of armaments, the bankruptcy of social reform at



IN THE YEAR OF OUR LORD 1912.
—*Wahre Jacob* (Stuttgart).

home, the continuance of the anarchy in the world which has already loosed the predatory instincts of half the Powers, and in the end it may be even that Armageddon with which the imagination of Lord Rosebery loves to play. A ministry which enters the path of peace in such conditions essays a great and perilous adventure. On one element of success it can, however, reckon. It has behind it in this country, not merely a desire for peace, but an impatience for peace."—*Translations made for* THE LITERARY DIGEST.

HOW ARBITRATION AIDS AMERICA

ARBITRATION TREATIES, as bringers-in of peace, are illusory, says a writer in the Paris *Soleil*. They merely strengthen the stronger at the expense of the weaker Power. It would be of no advantage for France, we are told, to make such a treaty with the United States. France has few interests in America. French commerce does not meet with American competition, and any political rôle which the French Republic might play in transatlantic affairs has been made impossible "since the tricky occupation of Panama by the Government at Washington." But it is different with England:

"In England the Anglo-American Convention has not been well received by the Conservative press, which see with regret their national administration surrendering the right to discuss a certain number of American questions which hitherto have been considered of momentous importance to the British people. If these arbitration treaties, declare the Imperialists, do not amount to an effective diminution of armaments and of military expenditure, they simply indicate the decline of that one party to them which has been led to fear the ambition of the other. They point to an abandonment of the position formerly occupied. It is from this point of view that arbitration should be regarded."

Meanwhile England has given up all idea of supremacy in the Pacific, altho her interests there are vast. She is even losing her hold on Canada, says this French writer, and is finding it hard to keep her position in Europe. Further:

"As a matter of fact, at this moment England takes pains not to give trouble to the United States. In the mean time we have no definite ideas with regard to the tariff of the Canal. We fear it is probable that the American will enjoy advantages which may destroy competition. Thus England has come to surrender the hegemony of the Pacific. Threatened by the loss of prestige as the arbiter of Europe, she has abandoned all thought of being the arbiter of the world."

Meanwhile, we read, the United States, hedged round with treaties and conventions which make myrmidons of minor Powers, is waxing in strength and influence. Her imperialistic ideas will not cease to develop, we are told, even should the Democrats return to power in the coming elections. "Public opinion will compel them to carry out a firm foreign policy, such indeed as is clean contrary to the tradition of the party." For the American is proud of his country and, "in spite of its parvenu bluff, this young nation will allow no one to trample upon it." The writer concludes with this description of our country as a world Power:

"The United States always manifests the utmost solicitude for those of its children who are established abroad. The American Government jealously watches over and protects those American citizens in whom we can plainly discern the characteristics of the German, the Frenchman, the Levantine, or the Jew. But it is toward the Far East that this attention is principally directed. In the North of Asia as well as on the coast of China and among the islands of the Pacific, American commerce is flourishing. Toward China the Yankees manifest especial friendliness. Here they desire a treaty of close alliance, if not a monetary protectorate, over the yellow nation. And this is the reason why we ask a definite answer to the question whether all these treaties do not tend rather to isolate the weaker Powers than to form a harmonious confederation. The conclusion by the United States of two recent treaties naturally roused some excitement in Japan, which seems inevitably destined some day or other to enter into conflict with the United States."—*Translation made for* THE LITERARY DIGEST.

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RUSSIA'S MONGOLIAN DESIGNS

THE NEW LEADERS in China are making strong efforts to hold Mongolia within the Republic, but to succeed they will have to meet and overcome powerful Russian influences. If there had been any previous doubt about the truth of the reports that Russia intended to establish a protectorate over Mongolia, the statement issued by the Russian Minister of Foreign Affairs in an apparent attempt to deny them seems to have entirely removed it, as far as the Russian press is concerned. The *Riech* (St. Petersburg) declares that the conditions imposed by the Russian Government, the offer of "friendly cooperation of a purely economical and cultural character in the administration of Mongolia," can have but one meaning—a protectorate. The talk about the "friendly relations to China," the "recognition of the sovereignty of China," etc., are treated as mere diplomatic phrases of no significance whatever. While to the conservative papers the Government's attitude offers an opportunity for a display of patriotism, the Liberal *Riech* takes the position that Russia's most advantageous course would be to convert Mongolia into a buffer-state between Russia and China. A protectorate in whatever form, it argues, would be a menace, because it would constitute a breach of the *status quo:*

"It is to our best interests not only in our relations to China, but also to England and Japan, to maintain the *status quo*. One need not be a prophet to tell what the consequences of its violation would be. The other nations will demand, not the reestablishment of the *status quo*, but the bringing about of a balance of power by 'compensation' to themselves. That means the reopening of the Far-Eastern question in all its complications, and it would shake the very foundations of our entire recent policy in the Far East. It would mean a readjustment, not only of our Eastern-Asiatic politics, but also of our European politics. And that is a very dangerous undertaking. It is difficult for Mongolia to come to an understanding with China, but it is still more difficult for it to come to terms with Russia. It is not in our interest to annex Mongolia. The best solution of the whole question is to let Mongolia alone."

MR. ROOSEVELT'S AMBITION.

It is a base insinuation that credits Colonel Roosevelt with an intention to offer himself for a third term. His ambition, as Mr. Puck understands, is to presently come over to China and become by engagement President of the oldest and strangest empire in the world. —Tokyo *Puck.*

Mr. A. Stolypine, in an article in the *Novoye Vremya* (St. Petersburg), also advises against the annexation of Mongolia. But the *Novoye Vremya* itself strongly upholds the Government's position. It advocates the annexation of Mongolia under the pretext of granting it autonomy. The pretext, however, is but thinly veiled:

"Let us have no sentiment about it. The real Russian interests demand that there should be order in Mongolia. Order is possible only if the Mongolian Government establishes an organized power capable of suppressing all anarchy. The Mongolian khans long ago asked for help to enable them to establish such a power. Their request remained unheeded, because of the strait-laced diplomacy of our officials. But now the polite request of the Mongolian khans amounts to an imperative demand. We must send Russian military instructors to Mongolia to create the beginning of a Mongolian armed power. . . . . .

"By breaking away from China, Mongolia has put an end to Chinese control of all its trade and industry. It is now Russia's opportunity to obtain the upper hand in Mongolian commerce and manufacture. All we need do is take advantage of the present moment and lose no time."—*Translations made for* THE LITERARY DIGEST.

A WEAKNESS OF CHINA'S REPUBLIC

SOMETIMES the success of a revolution means the beginning, not the end, of trouble. It was so in France; it may be so in Mexico—and it is not impossible in China. Mr. J. Rodes, the correspondent of the Paris *Temps*, who has recently visited Peking, Hankow, and Shanghai, thinks that many of the revolutionaries have been fighting the Manchus under the impression that with the fall of Manchu rule the recent reforms would be abolished. When these revolutionaries find that the republic means even more reform, they will be just as ready to rise against the new rule. Only the leaders were real reformers, he writes:

"Of course, small groups of young men who have studied abroad and have adroitly taken the lead in recent movements are really imbued with modern ideas, but the masses are actuated by motives diametrically opposite. For the moment these masses are united by a common hatred of the Manchus. On all other points they are at variance, and it will be curious to watch whether elements so inharmonious can ever cooperate. We may, however, safely declare that the population have simply risen for the purpose of ousting the old Manchu usurpers. As for the modernizing policy of the court, it has merely intensified and roused to a paroxysm of fury the general hostility of the people."

All the Government reforms and so-called improvements, causing, as they do, an increase of the burden of taxation and interfering with the habits and amusements of the people, have deepened popular discontent, and we read that China is not really being Westernized. To quote:

"The introduction of reforms, the building of schools, of barracks, of prisons, and the expenses of free education, the new military organizations, burdens aggravated by the rule of the mandarins, have laid upon the Chinese loads which day by day grow greater and more intolerable. The suppression of the opium trade and the closing of gambling-houses have increased the general discontent. The institution of a body of general police has thrown out of employment and turned into the street a number of old watchmen and petty law-officers who formerly lived peacefully on the small profits of their profession. All those who are affected by these innovations, as well as those who have simply been disturbed in their habits and customs, have risen against the Government with even more enthusiasm than the very revolutionaries who have incited them to revolt."

The riffraff and dregs of the people for the same reason have joined the revolution, but are quite ignorant of the meaning of liberty, democracy, or equality, and merely desire a return to the old ways:

"It is thus that in ports of the Yang-tse the medieval archers of yesterday show themselves in crowds, armed with ancient simitars and obsolete firearms. The pirates, who have been recently driven off the seas with greater strictness than heretofore and are not able to make a living, come forth to swell the number of the discontented, but can never be transformed into sincere republicans. These are the men who, with the members of secret societies, to whom they stand as brothers, furnish the great number of revolutionary recruits. In certain provinces even criminals have been prest into the revolutionary army. I am forced to conclude that with the majority of the rebels the movement is very much more a reactionary protest than an explosion of modernism."—*Translation made for* THE LITERARY DIGEST.

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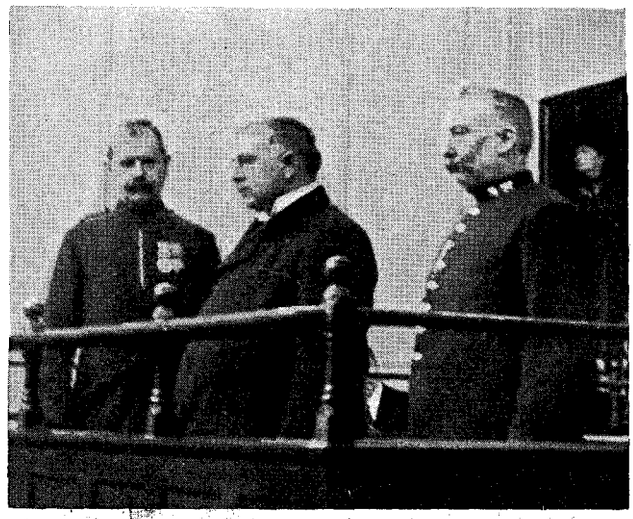
GERMAN AND ENGLISH SPIES

MILITARY SPIES have always been objects of rage and vengeance from the days when Sinon betrayed Troy to the time when André was hanged. In the present feverish condition of Europe it is not surprizing that they are again to the front. Two cases are particularly remarkable. One is that of an Englishman who fell into German hands, the other is that of a German caught and jailed by the English. Mr. Bertram Stewart, the Englishman, was condemned by the Supreme Court of the German Empire at Leipsic to three and a half years' imprisonment. He is a wealthy London lawyer, known in Germany as "the gentleman spy," and was charged with attempting, in 1911, in Bremen, Heligoland, and Wilhelmshaven, to obtain information whose secrecy is essential to the interests of the German Empire, "with intent to communicate the same to a foreign Power." He utterly denied these charges and protested strongly because the trial was held in secret and his friends were excluded from the court-room. It was soon after this incident that Heinrich Grosse, a captain in the German merchant service, was brought up for trial at the Winchester Assizes and condemned by Mr. Justice Darling to three years' penal servitude for spying at Portsmouth.



HEINRICH GROSSE IN THE DOCK AT WINCHESTER.
The German sea-captain condemned to three years' penal servitude for spying at Portsmouth.

The British Attorney-General, Sir Rufus Isaacs, who conducted the case for the Crown, made the following allusion to the secret trial of Mr. Stewart in Germany:

"In this country, when a man is prosecuted, he is brought to trial, as this man is, in open court, before one of His Majesty's judges, and before a jury. He is entitled, of course, to all the latitude which is always allowed—as some people sometimes think, chivalrously allowed—to the defense."

Letters in cipher were discovered on the prisoner containing inquiries from the German authorities as to the ships, forts, and warlike preparations of England. Mr. Grosse had a criminal record as a forger. In summing up and charging the jury the judge remarked:

"No one can pretend not to know of events which have recently happened. Act, gentlemen, in no spirit of vengeance against any nation. Be on your guard against that. Be fair, and if fairness leads you to the conclusion that defendant is guilty, have the firmness to say so. Be just to him in every respect, and where it is a question between him and the Crown, be generous to him."

The British papers are seething with indignation at the way Mr. Stewart was tried, and their remarks make pretty warm reading. The London *Times*, commenting on the "secret sitting" at which the trial of Stewart was conducted in Germany, thinks it strange that the German press contained no account of the proceedings at Leipsic and no comment on its outcome. Mr. Stewart, who may be called an amateur soldier, traveler, and hunter, was condemned, say the English papers, on the evidence of a man who was a criminal. *The Times* observes:

"Not a single important journal has dealt with the trial and the sentence. Numerous journals, tho not the most important, are now, however, exhibiting, chiefly by means of telegrams from London, restiveness at the criticisms that have been published in England, or, rather, at the partial and misleading accounts of these criticisms which have been sent back here. The remarks of petty chauvinist and Pan-German journals, which daily abuse England and everything English for the benefit of their very small circle of German readers, and for the benefit of the wider circles abroad to whom their highly flavored utterances are perhaps too freely communicated, may be left out of account. At the present rate, however, we shall soon have the whole country believing that England is boiling over with prejudiced and thoughtless animosity against this country merely because 'another Englishman' has been sentenced in Germany. Is it too much to invite those sections of the German press which genuinely desire that both German and English grievances shall be coolly examined as they arise to review the real causes of the English objection to the treatment meted out to Mr. Bertram Stewart? It would not be easy to bring home to the German public the whole British dislike for secret trials, but it would be easy enough to present fairly and squarely the fact that Mr. Stewart is understood to have been convicted mainly on the evidence of an informer with a long criminal record. . . . . .

"There is a great deal of bitterness against England in almost all German quarters at present, and the condemnation of 'a spy' is welcome and popular. If, however, the case were fairly presented, a large section of the German public would be prepared to reflect upon the fact that—to take only one outstanding point—Mr. Stewart has, upon the evidence of a worthless witness, been awarded a very heavy sentence for making inquiries which he utterly denies that he made. Thus far the German press has not seen fit to publish the record of the informer whose evidence procured conviction."

The English Foreign Office should take notice of this trial, declares the London *Outlook*, from which we quote the following:

"The ugly circumstances connected with the application of the German espionage code to traveling Englishmen should receive from the British Government some attention corresponding to the indignation provoked in the British community at large. The conduct of the German semiofficial press, popularly and adequately known as 'the reptile press' (*'die Reptilien Presse'*), in publishing carefully poisoned accounts of the case of the accused, even while their trial is pending, ought to obtain notice at Whitehall."

Mr. Stewart's trial was conducted in a manner "repellent to English and American ideas of justice," remarks the London *Daily Mail*. Germany is behind the age, we are told, and we are reminded how different was the treatment of Heinrich Grosse, whose open trial was witnessed by representatives of the German embassy. Thus we read:

"Just as from the constitutional standpoint Germany stands where England stood under the Tudors, so it would seem that from the judicial standpoint she has not progressed beyond the stage reached by English courts in the seventeenth century. When a German spy is captured in modern England he is tried in open court. Nothing is hidden or concealed. His countrymen are allowed to learn the full evidence against him, and that evidence is sifted in the most careful manner and referred to an independent jury. No comment of any kind in the press is made while the case is pending. Tainted and unsubstantiated testimony is treated as it deserves to be. Now, according to the German press, the only witness against Mr. Stewart was a Belgian informer, who is alleged to have been repeatedly convicted of serious crime. The evidence of such a person in this country would not be allowed to hang a cat. And we must add that the violent campaign against Mr. Stewart in the German newspapers, which could not have been carried out without official connivance, has imprest British opinion even more painfully than the trial."

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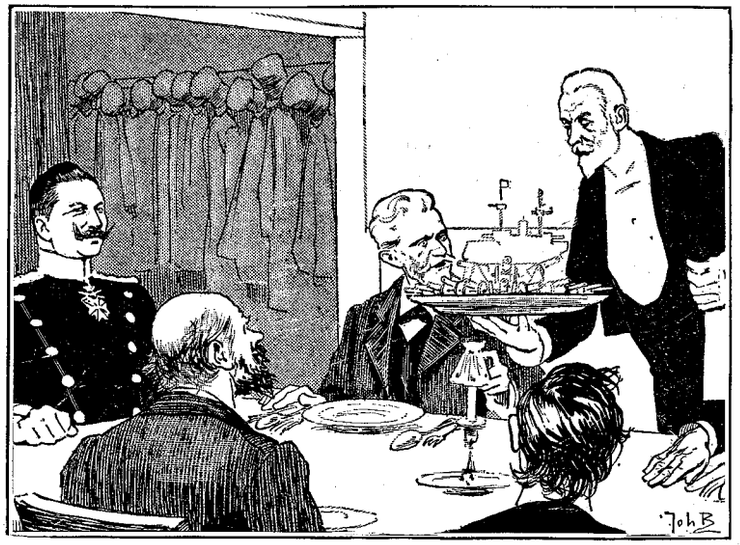
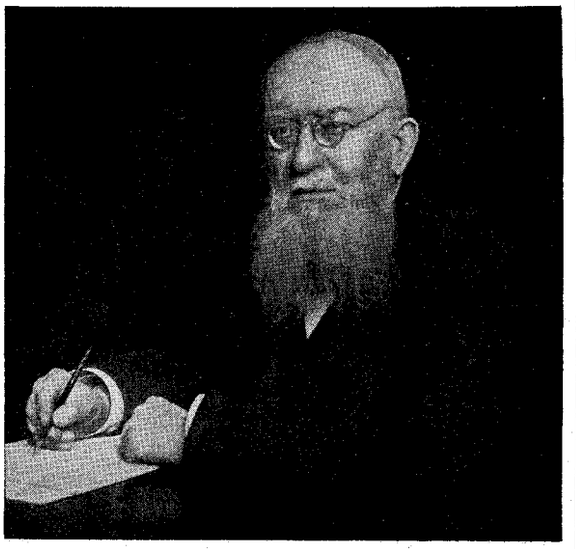


THE CHANCELLOR—"This is the first thing you have to swallow, Mr. Bebel."
—*Amsterdammer.*

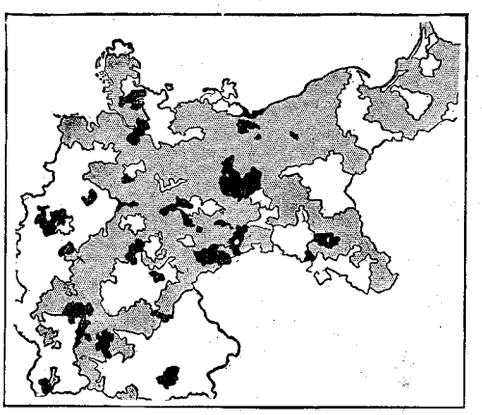


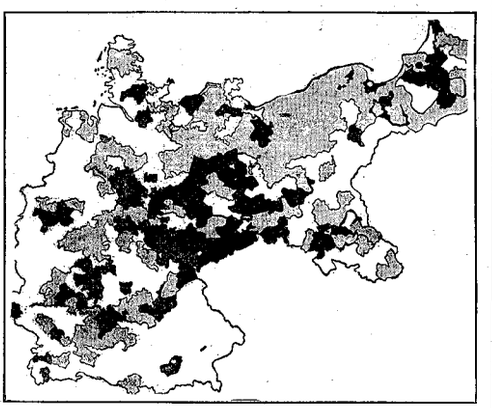
DR. JOHANNES KAMPF,

The Radical elected president of the Reichstag on February 14, in place of Dr. Peter Spahn, Centrist.

HEINRICH W. DOVE,

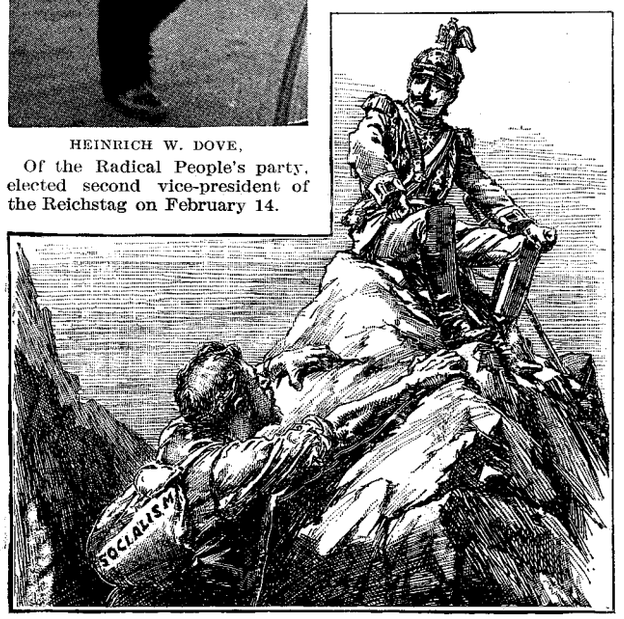
Of the Radical People's party, elected second vice-president of the Reichstag on February 14.





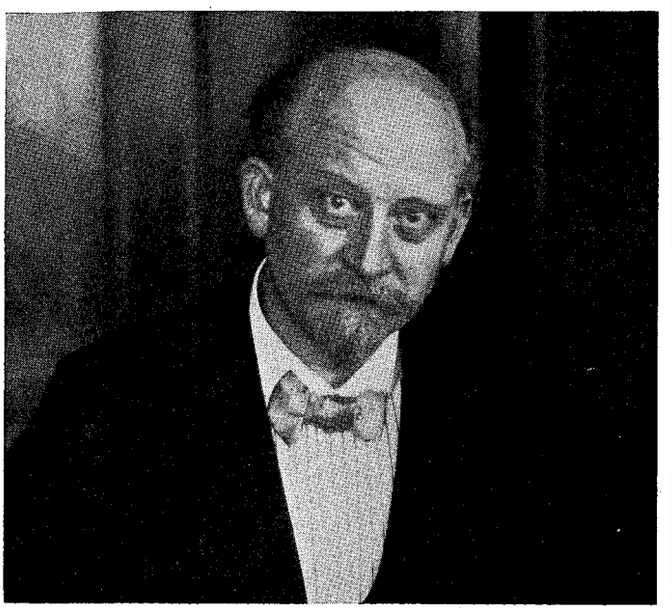
SOCIALIST GAINS IN THE JANUARY ELECTION.

The first map shows Germany's political complexion before the election, and the second one after. Socialist areas are in black, Centrist (Catholic) in white, and other party areas in gray. From the New York *Sun*.



OUT OF THE SHADOW.

KAISER—"What business have you here?"
GERMAN SOCIALIST PARTY—"I too want 'a place in the sun.'"
—*Punch* (London).



PHILIP SCHEIDEMANN,

The Social-Democrat elected vice-president of the Reichstag. Dr. Peter Spahn, Centrist, resigned the presidency of the Reichstag rather than associate with him.

SNAP-SHOTS OF GERMAN SOCIALISM RISING TO POWER

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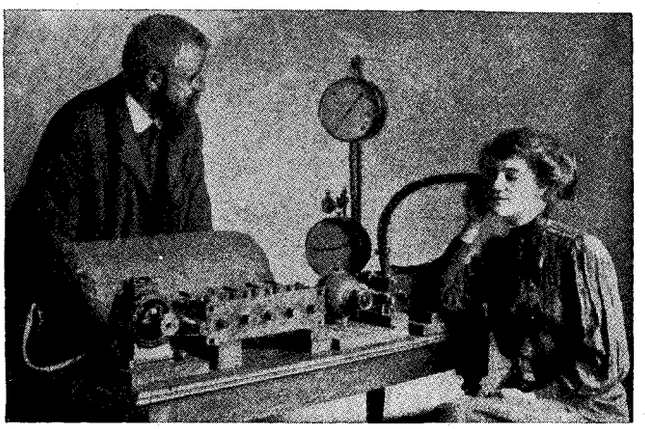
SOUNDS THAT EXIST ONLY IN THE EAR

OF THE THOUSANDS of people who have been afflicted with "ringing of the ears," probably few have realized the possibility that it may be a warning of oncoming disease. There has, in fact, been much doubt about the cause of this and similar affections, even among aurists. It is of much interest therefore to learn from an article in *Ueber Land und Meer* (Stuttgart) that the experimental researches of Dr. Marage, a member of the Paris Academy of Sciences, have been crowned with marked success. Dr. Marage divides subjective sounds into three classes: noises, musical tones, and words or vocables. The most numerous by far are the whistling or hissing sounds, which have a range much wider than that of the musical scale. Those who experience these compare them with the noise of escaping gas, with the whistling of the wind or the humming of telegraph wires. The sounds may also resemble pulse-beats, the chirping of crickets, the rustling of leaves, the buzzing in a telephone, the tread of troops, the shuffling of cards, the patter of rain on the roof, or the roll of thunder. Under the head of musical sounds, patients seem to hear bells, drums, trumpets, oral whistling, church-bells (generally cracked), and bird songs. Some hear for months at a time sounds which they recognize, but are unable to describe. The third class, that of vocal sounds, is confined to the croaking of frogs, the vowels *a* and *o*, the cry of the cuckoo, the noise made by an excited crowd, and words which repeat themselves without the patient's being able to explain them. We read:



RESETTING A BONE IN THE EAR BY SOUND-WAVES.
Treatment of subjective whistling noises by means of the siren.

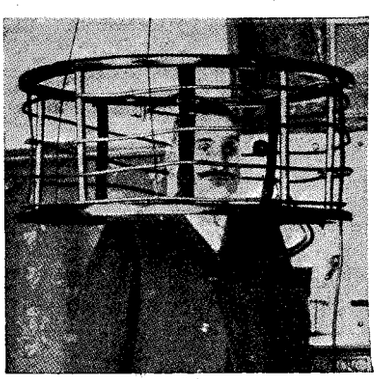
"Dr. Marage examined 1,000 cases of chronic deafness, among the patients being 37 deaf-and-dumb persons, 151 who had suffered from abscess or suppuration, and 812 who had had hardening of the organs of hearing. Illusory sounds were not present in the first class, and only 10 per cent. of the cases in the second class led to such deceptive perceptions. These persons heard whistling, bell-ringing, the voices of birds, and the murmur of sea-shells.

"Where hardening of the organs was present, 16 per cent. were free from the illusions, 16 per cent. were tormented by whistling and hissing sounds, and 18 per cent. by whistling or piping and other sounds, while 32 per cent. never heard whistling, but were annoyed by sounds such as those of bells, sea-shells, birds, and the beat of the pulse. Only the whistling sounds appear singly. Of the others two or more are generally present to annoy the victim at the same time."

The experimenter made the highly important discovery that the whistling sounds so frequently present are due to a displacement of the stirrup-bone, one of the chain of three tiny bones in the middle ear whose function it is to transmit the vibrations of sound-waves from the outer ear to the labyrinth of the inner ear. Moreover, he was able to produce such a displacement artificially in a perfectly sound ear by means of a diminution of the pressure in the middle ear, whereupon the subjective sounds promptly appeared. Such a displacement of the bone usually follows upon the healing of an abscess, and is not so apt to follow when there is an outward discharge of the suppuration. Therefore:

"It follows that such affections may be removed by any treatment which causes the stirrup-bone to resume its normal position. The physician accomplished this result by means of the instrument called a siren, on which sound-waves of any desired length and intensity can be produced. Synthetic tones of great wave-length and very low intensity were produced and were found to have the effect of altering the position of the stirrup-bone as desired. It must be remembered, of course, that very minute distances are here involved—something like the thousandth part of a millimeter [0.0004 inch].

"Another apparatus was employed by Dr. Marage where there was a simulated pulse-beat, which illusion is to be ascribed to a disturbance in the circulation of the blood. Here the patient is brought into a circuit of electric wires through which alternating currents are sent in rapid succession. The electric currents act directly on the nervous system and thereby affect the circulation."



APPLICATION OF ALTERNATING CURRENTS
For relieving subjective pulse-beats.

Both these methods were found highly successful in practise in bringing relief to the patient. Where they were not effective, however, a third method was employed—a vibratory massage of the head at the temples and sides, which was found to be most helpful in the early stages of the diseased condition. Dr. Marage believes that affections of the ear usually proceed from some irritation of the auditory nerve-centers, except in the case of the symptoms due to displacement of the stirrup-bone. Further:

"Thus diseased nerves which have recently responded to the sound of bells, feverishly vibrate in the same wave-lengths and thus cause the subjective noises.

"Dr. Marage . . . purposes to make further experiments

THE VIBRATORY HEAD MASSAGE.
A form of treatment helpful in early stages of ear-trouble.

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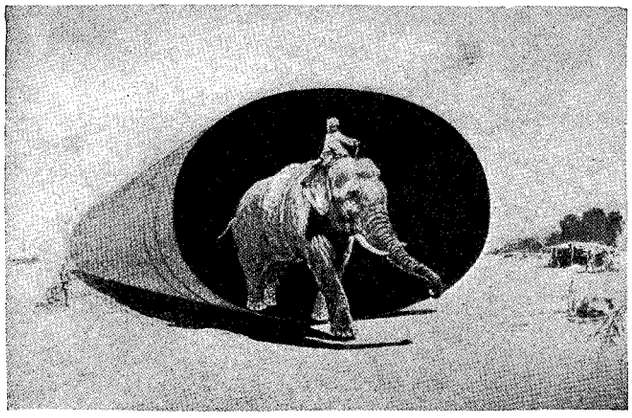
upon animals in order to demonstrate his conclusion that even healthy tissues may be made to alter their position by the impact of certain sounds.

"The work already done bids fair to be of great assistance to sufferers, and it is not impossible that the results he has obtained



ONE OF THE FUNNELS OF THE "IMPERATOR."

may be of use in influencing legislation regarding unnecessary noises in cities."—*Translation made for* THE LITERARY DIGEST.

AGAIN THE "LARGEST STEAMER"

RECORDS FOR SIZE in the ocean-steamship world are not held long nowadays. We find in *Ueber Land und Meer* (Berlin) a patriotic glorification of a new "Goliath of the Ocean" of German construction which the writer is so eager to boast of that he ignores entirely several British liners of the same or nearly equal size. The new ship, now building for the Hamburg-American Line, is to be called the *Imperator*, and will be launched on the Elbe, Mr. Kerns tells us, in a few months—"such a vessel," he says, "as hitherto man's eye has not beheld." The *Imperator* will have a gross tonnage of 50,000, outdoing the *Olympic* and *Titanic* (45,324 and 45,000), and equaling the *Aquitania* (50,000), now building. The length of the *Imperator* over all will be about 900 feet. Says Mr. Kerns, in part:

"It would be an impossibility for a man at the bow of the *Imperator* to recognize with the naked eye another standing in the stern. If we think of the *Imperator* set up on end beside the cathedral of Cologne, the heaven-reaching tower . . . would come only to the second funnel of the steamship. To get a still better idea of the size of the vessel, it may be compared with one of the largest warehouses in the world—the new store of Tietz on the Alexanderplatz in Berlin, which, altho forty houses were demolished to make room for it, could be placed entirely inside the *Imperator*. The steamship, when complete and fully laden, will displace 50,000 tons. The following figures show how much larger she is than the vessels which once held the world's record for size. The *Deutschland*, once the largest ship of the Hamburg-American line, which at the time she was built, and for ten years after, was one of the wonders of the world, displaced 16,500 tons; the *Kaiserin Auguste Victoria*, of the same line, 24,600 tons, and the giant of English ocean-liners. the *Mauretania*, 32,000. Each of the funnels of the *Imperator* will be so large that a steamer like those which ply on the river Spree could sail through it lengthwise.

"The term 'floating hotel,' often applied to such ships when it is desired to emphasize their bulk, would convey, in the case of the *Imperator*, an impression far short of the truth. For where in all the world is there a hotel that can hold 5,000 persons at once? None exists of anywhere near such capacity. It is the population of a small city.

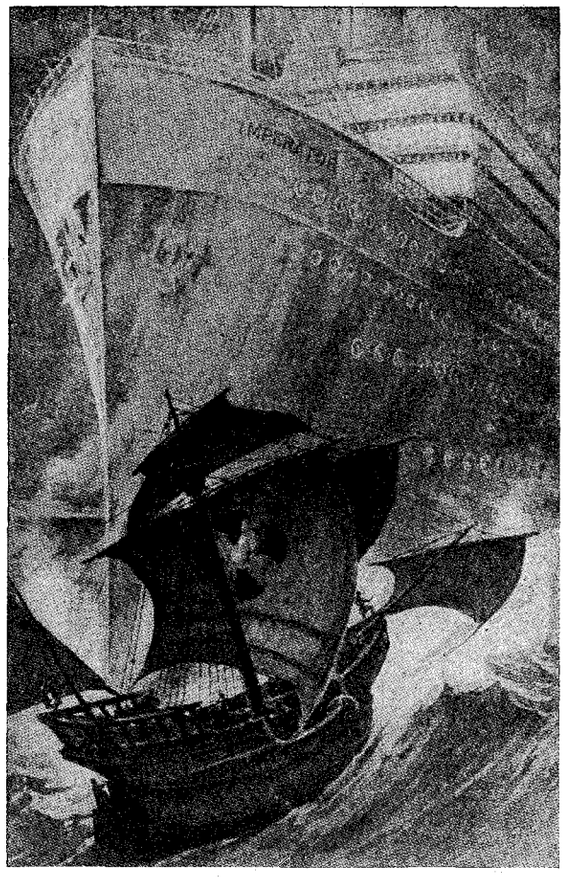
"One of the features of the *Imperator* is entirely new and unprecedented. The first-cabin passengers on this ship will have the use of a roomy swimming-pool in a beautiful Pompeian hall. Near by is a suite of rooms for gymnastics."

The pictures reproduced herewith show some imaginative ideas of the new giant. It will have a promenade-deck nearly a quarter of a mile long, a great entertainment-hall two stories high, holding 700 guests, a conversation-room, a smoking-room, a ladies' hall, a winter-garden, and a Ritz-Carlton restaurant, serving *à la carte*. It goes almost without saying that the *Imperator* will be driven by turbines.

What will be the next step on the part of the designers of steamship leviathans? Will the English outbid their German cousins once more; and if this keeps on, how soon shall we reach the sea-monster of one hundred thousand tons?—*Translation made for* THE LITERARY DIGEST.

THE VANISHING BLONDE

HAVE BRUNETTES or blondes greater powers of vital resistance? Dr. Woodruff has maintained that, at least in tropical countries, brunettes resist better because they are protected by their more deeply pigmented skin. Other writers believe that, all other things being equal, the fair-haired, light-skinned type is the stronger. Among those who would agree with Dr. Woodruff, apparently, is Dr. J. S. Macintosh, who has recently, in a paper entitled "The Hygiene of the Blonde," maintained that the susceptibility to various ailments differs in the dark and the fair. He holds the opinion that the blonde is less able than the brunette to remain vigorous in large towns, and believes that this inability is inherited from space-loving and sea-loving Saxon and Danish ancestors. Says an



THE "IMPERATOR" AND COLUMBUS' "SANTA MARIA."
A transatlantic vision.

editorial writer in *The Hospital* (London), commenting on Dr. Macintosh's paper:

"Whatever truth there may be in the observation as to effect of town life upon blondes, the attitude adopted by our Saxon ancestors, as described by Tacitus, with regard to the surroundings

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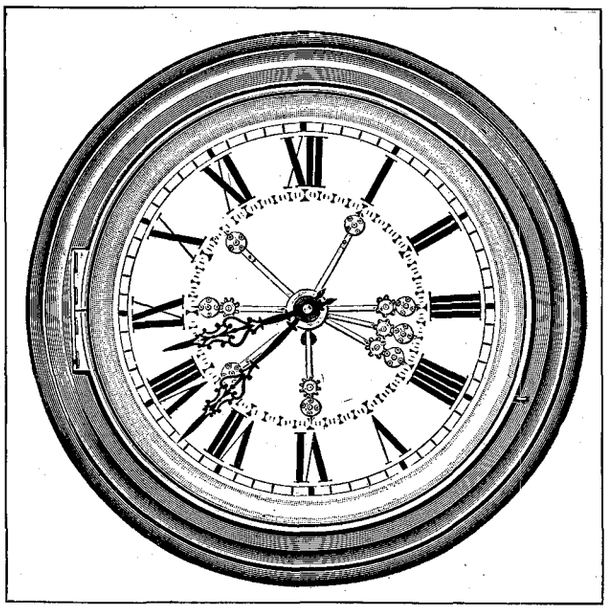
of light and air, is interesting. There is undoubtedly remaining in a large proportion of the population an instinctive love of, it may almost be said a craving for, the comparatively free life of the open air. . . . The subject is an interesting one, and worthy of careful and extended observations; yet there may be some difficulty in determining in many instances what standard is to be adopted as to the demarcation between fairness and darkness of complexion. . . . . .

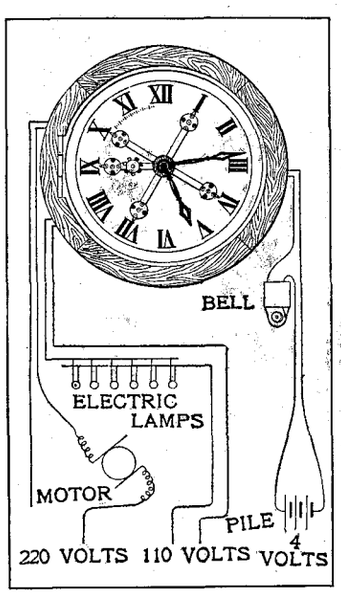
"Dr. Macintosh considers not only that the confined surroundings of the office or of the workshop tend most to a nervous breakdown in the fair, but he believes the fair also to be able less than the dark to withstand the deleterious effects of low-lying and damp districts. He states that 'both in this country and in Holland the districts with a marshy or cold clay-wet soil are inhabited by brunettes and avoided by blondes.' On more than one ground it appears therefore that Dr. Macintosh believes—at least so far as modern conditions are concerned—in the physical superiority of the brunette. . . . The view is not altogether new, at least from one standpoint. Several observers have exprest the opinion for some years that the dark are increasing in numbers at the expense of the fair, which, if true, may be taken as an evidence of superiority in some form of vitality, either that of fertility or of power of resistance against disease."



ARRANGEMENT OF SIGNOGRAPHS ON A CLOCK-DIAL.

AN INTELLIGENT CLOCK

WHEN A MAN goes to sleep at night in calm confidence that the clock at his side will wake him at six the next morning, he illustrates the faith (occasionally misplaced) that we of this century put in mechanical devices. A French inventor now invites us to a more sublime exercise of our confidence in machinery by bringing out a clock that we may trust to awaken us at different hours on different days in the week, to let us sleep over indefinitely on Sundays, and to perform as many duties between times, at specified moments, as our fancy may dictate, such as starting a shoe-factory twenty miles away at 5.36 A.M. on the 20th of the month, lighting all the electric lamps in the City Hall every day at 7.45, and so on. If this clock does not exhibit intelligence of its own, it surely acts as a remarkable storage-battery of its owner's intelligence, especially when we consider that it requires only a single setting for an indefinite performance of all these precise tasks. This device, which has been named the "auto-signal" by its inventor, Mr. Appoullot, is described in *La Nature* (Paris, January 20) by Lucien Fournier, who writes:

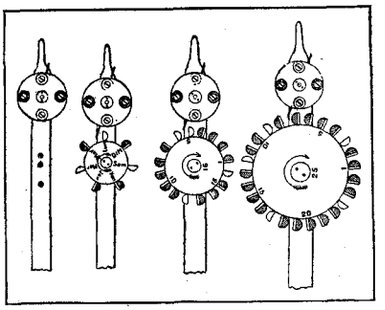


HOW THE CLOCK SENDS ITS SIGNALS.

"The device in the picture just above rings an electric bell for 20 seconds at 1 P.M., lights a lamp automatically between 4 and 7 P.M., and finally works an electric motor on Mondays and Tuesdays from 9 to 10 P.M. These applications are sufficient to show the aim of the inventor.

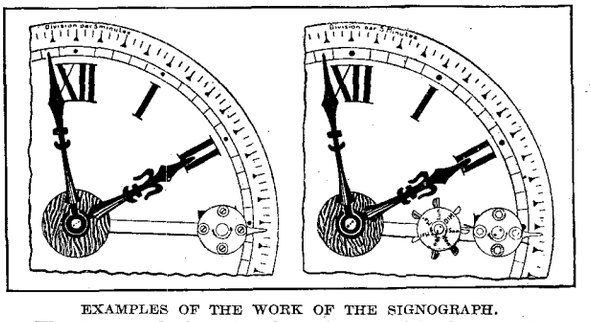
"These diverse functions are accomplished by 'signographs,' which are set at the hours chosen for the working of the apparatus and which are operated by the hour-hand, specially made for this purpose.

"The signograph is a sort of disk movable about an axis fixt to a rod that is part of a ring turning about the axle of the hands but having no relation with it. We may thus change its place on the dial without influencing the clockwork. The movable disk, made of several superposed plates having each its special use, bears three ring-shaped protuberances arranged crosswise. These are kept on the plate by a central screw; one receives the impact of the hour-hand at the moment of its passage, turning the signograph and closing the circuit of the bell, for example. If the circuit is to be kept closed for some time—a few minutes or a few hours—two signographs are used, one to close the circuit and the other, pointing to the hour when the service is to end, to break it. The signographs may be hourly, daily, weekly, or universal. In the hourly signograph two of the ivory rings diametrically opposed are colored red, the others being white. They are so arranged that the white ones are on a radius of the dial, the point of the signograph being at the hour at which the apparatus is to work. When the hour-hand passes it acts on the white ring and turns the signograph. The circuit is made and then broken after a period of time that varies according to the way the device is set. If it is desired that the signograph shall not work, the rod rings are placed radially. Thus the figure below shows that the signograph will send a signal at 3.05 P.M. daily. No action will take place at 3.05 A.M., because at that time the hand will encounter a red ring.



THE "DIVISOR-DISKS,"
To set the signal for special days of the week, fortnight, or month.

"The signograph also lends itself to the closing of circuits on different days of the week. In this case there is utilized a 'divisor-disk' placed directly on the stem of the signograph and operated by a brush on the latter. The second dial below shows an auto-signal device capable of closing a circuit at 3.05 P.M. on Wednesdays, Fridays, and Sundays.



EXAMPLES OF THE WORK OF THE SIGNOGRAPH.
The signograph thus placed (on the first dial) closes an electric circuit at 3.05 P.M. The divisor-disk being added to the signograph (on the second dial), an electric signal may be sent at 3.05 P.M. on Wednesdays, Fridays, and Sundays, weekly.

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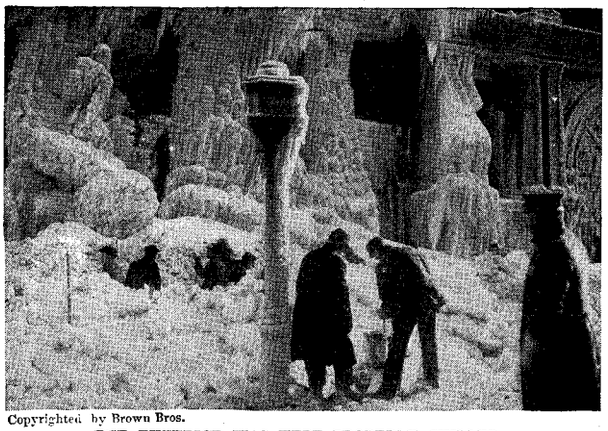
Photograph by Paul Thompson.
LOOKING DOWN INTO THE EQUITABLE BLAST-FURNACE.



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THE EXTERIOR WAS KEPT PROPERLY CHILLED.

"It will be seen that the divisor-disk has seven little, movable disks, some white, some red. The white disks alone are active; operated by the brush they bring about the desired release, while the red disks . . . have no influence on the mechanism. The disks may be made white or red at pleasure by turning them half-way around . . . and consequently action may be determined on different days of the week. . . . . .

"Disks with as many as thirty-one divisors are made, . . . enabling one to arrange for action on any days of the month."

Thus this ingenious device may signal automatically the hour of beginning and stopping work at a factory; it may distribute electricity through streets, gardens, shops, and flats; it may operate special devices giving signals of high precision or furnishing currents of exact duration for laboratory work and scientific investigation. Other devices with similar aim have been introduced, but the advantage of this is that the desired hour and day are indicated on the very dial of the clock that controls the mechanism.—*Translation made for* THE LITERARY DIGEST.

BUILDINGS AS BLAST-FURNACES

AN INTERESTING parallel between some business structures and blast-furnaces is drawn by an editorial writer in *Metallurgical and Chemical Engineering* (New York, February). Blast-furnaces are intended to contain burning material and to enable it to burn as freely and fiercely as possible. It has not been suspected that this is also a function of the city office-building; yet it must be confest that on occasion it fulfils it very well. The writer discusses the Equitable fire in New York from this standpoint, and shows that the points of similarity are very great. How many other "blast-furnaces" we have in our great cities is a matter of not altogether theoretical interest. We quote from the editorial just named:

"It is not at all a stress on the imagination to compare the Equitable Building on fire with a blast-furnace. Like a blast-furnace, the entire structure had a refractory casing. Like a blast-furnace, it contained a lot of combustible material, for the woodwork, books, and papers had a high calorific value. While there was no forced blast, yet the west wind delivered a large volume of air through the windows and doors, which can be regarded as the tuyères. This blast was reenforced by the suction of the burning gases. Finally, the whole structure was effectively water-cooled by the spray and streams of scores of fire-engines, and the opinion has often been exprest that an iron blast-furnace should be cooled by a stream of water from top to bottom.

"It is, of course, a mathematical truth that as any metallurgical furnace increases in size the percentage of heat lost by radiation decreases. . . . It follows directly that it is much easier to attain a high temperature in a big furnace than in a small furnace. The same identical reasoning applies to the Irishman's 'fire-proof building on fire.' With a large building the heat generated by the combustion has a comparatively smaller chance to get out and consequently the temperature attained is correspondingly higher. Practical people like the firemen and underwriters do not have the exact theoretical knowledge to confirm their practical experience or the erection of 'fire-proof' buildings would not have been carried to such an extreme.

"The fear has often been exprest that other buildings in the down-town district are dangerous and all the more because they are called fire-proof. With the great number of people congested in the lower part of Manhattan Island a general conflagration suggests sickening and frightful possibilities. The place is like a rabbit-warren and should be made like a rabbit-warren completely. All the large buildings should communicate with each other on every fifth floor and should also have communicating cellar passages. There should also be steel bridges at convenient intervals and on different levels so that people could pass from a building on one side of the street to the other side at the higher levels.

"There should be an abundance of the modern chemical fire-extinguishers which use carbonated water or carbon tetrachlorid. These are most efficient to prevent incipient fires.

"It would be still better to have an entire system of chemical automatic extinguishers — something like the sprinkler system, but making use of the property that carbon dioxid has to prevent combustion.

"The danger from fire in the center of a modern city is terrible, for fire-proof buildings are misnamed. It is true, however, that modern science has given us means to prevent the disasters. Unless proper regard is given to the fact that it is wrong to place combustible stuff in a structure that is refractory without efficient and perfect means for confining the fire to an insignificant space, some day the world will wake up and read about an American disaster that will be as horrible as it will be historic. With the idea fixt in the mind of the nation that a disaster is possible, but that it will be impossible if proper modern scientific means of prevention are employed, the battle is half won."

KEEPING A COOL HEAD.
How the firemen looked at the Equitable blaze.

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"OLIVER TWIST" ON THE STAGE

THE STAGE is signalizing the Dickens centenary in what accounts represent as an admirable performance of "Oliver Twist." A dramatization made by Mr. J. Comyus Carr is presented at the New Amsterdam Theater, New York, and is called by the New York *Times* critic "a sort of histrionic carnival." It may be that for many modern readers the book, depending mainly upon melodramatic thrills for its effects, has been one of the easiest of Dickens's novels to leave unread or unreread. Without adequate stage presentation of these highly colored figures one could readily see the theater rapidly emptying. Mr. Klauber notes the fact that "the peculiar sympathy and training which makes satisfactory exposition of them possible is unusual at the present time." Consequently, when our stage can present a fine aggregation of competent actors, it will rejoice all Dickens lovers to see them employed to revitalize an old-time favorite. Mr. Nat C. Goodwin, Miss Constance Collier, Mr. Lyn Harding, Miss Marie Doro are only a few of the admirable people employed in the present production. It is pointed out that Dickens characters "are in the essence theatrical figures, broadly drawn, highly colored, and postured in circumstances which are apt to be strange or exciting, or both together." They make up for whatever deficiency the books may present as materials for "good plays." It is, then, as a gallery of characterizations that the present play is viewed by *The Times:*

OLIVER TWIST AND *BILL SIKES*

As enacted by Marie Doro and Lyn Harding.

Oliver "winsome and pathetic," and *Sikes* "a masterly thing as a picture of the man and a study of moroseness, crass hard-headedness, and animal brutality."

"It is not, in fact, until the second scene, showing *Fagin's* den, that the interest begins to be acute. Previously you have seen *Oliver* at *Mr. Brownlow's*, had a brief glimpse of *Grimwig*, who, by the way, is overloud; met the *Beadle* and his wife, and seen the young hero sent on his errand with the money and the books. And now you are to see him brought in by *Nancy*, protected by her against *Fagin's* wrath, and ultimately drugged and put to bed before the treacherous *Monks* appears to make his bargain with the Jew.

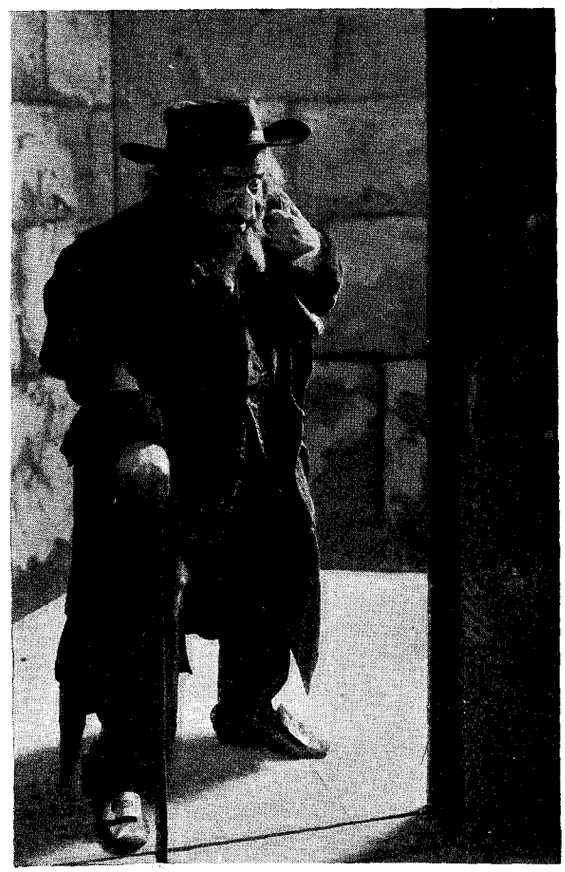
"All this is highly entertaining, and carried forward with a fine insistence upon its seriousness, but yet with inimitable touches of humor to humanize the *Fagin* crew and keep them from being merely bugaboos. *Monks*, it must be admitted, never does seem human. But that is not altogether *Monks's* fault so much as the method of the actor.

"Mr. Goodwin's *Fagin* is a gorgeously composed character, splendidly made up to satisfy a general ideal of what the figure ought to be, and decked out with a dozen and one little peculiarities of speech and movement and gesture that define the racial peculiarities and the environment and ambition of the horrid creature. The blend of cruelty and whimsical humor, the sharpness and craftiness, and again the unrelenting vengefulness of the old man are superbly shown in Mr. Goodwin's figure. Never once is there a suggestion of caricature.

"It is not until a little later that Miss Collier's *Nancy* has opportunities for rounding out. Here it is very properly a subdued note. But presently, in the scene of confession of *Oliver's* danger, Miss Collier gave a splendidly nervous, vibrant suggestion of present fear and impending danger. She was most appealing.

"And from the beginning to the end Mr. Harding's *Sikes* is a masterly thing as a picture of the man and a study of moroseness, crass hard-headedness, and animal brutality.

"One recalls with especial satisfaction in the earlier scenes the picture of the Jew crooning a lullaby by the boy's cot, and there is a capital touch in half-light and shadow as *Bill Sikes's* face appears at the opening of the panel in Chertsey Hall, when *Oliver* is sent through to open the door, gives the alarm, is shot for his pains, and ultimately has the reward of meeting the adorable *Rose*, from whom he is to hear of his mother. Miss Olive



NAT GOODWIN'S IMPERSONATION OF *FAGIN*.

"A gorgeously composed character, splendidly made up to satisfy a general ideal of what the figure ought to be."

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NANCY SAVES *OLIVER* FROM THE BLOWS OF *FAGIN*.

The people here shown are, from the reader's left, Percival Vivian as *Charley Bates*, Charles Rodgers as *The Artful Dodger*, Constance Collier as *Nancy Sikes*, Nat C. Goodwin as *Fagin*, Marie Doro as *Oliver Twist*, and Lyn Harding as *Bill Sikes*.

Wyndham is the *Rose*, and a very charming one indeed, tho th sketchy rôle gives her little to do.

"From this point on 'the plot thickens.' The den is shown again, with more of *Monks* and more of *Bill* and *Fagin*, and then comes the scene in which *Nancy* begs *Rose* to keep a watchful eye on *Oliver*. Presently on London Bridge, a magnificent picture—huge, impressive, grim, and forbidding—*Nancy* meets *Mr. Brownlow* and *Rose*, and her talk is overheard by *Fagin* and his henchman *Barney*. And shortly thereafter is the revelation of *Nancy's* alleged treachery, with *Bill Sikes*, wildly excited and on murder bent, sending *Nancy* from the room, to follow her presently and beat out her brains (off stage, fortunately), with the *Jew's* baleful figure slowly disappearing in the gloom. Then, of course, on to the end of the story, with the flight over the housetops and the end of *Fagin*.

"It is an interesting revival, and, of course, a timely one. And it has been done liberally and generally in good taste. Not all the acting is as fine as that of the three people principally engaged, in addition to those already mentioned, but there are good figures by Suzanne Sheldon, Courtenay Foote, Fuller Mellish, and Alfred Hudson. And Charles Rodgers as *The Artful Dodger* and Percival Vivian as *Charley Bates* are especially good.

"Also, *Bill Sikes's* dog deserves a line to himself."

"Oliver Twist" is not in this production a newcomer to the stage. It doesn't take a very old inhabitant to remember the *Nancy Sikes* of Elita Proctor Otis, presented some fifteen years ago, with vividly gory accompaniments to her death scene. Back of that the play stretches to the primitive days of our theatrical history. In the New York *Herald* Mr. Edward Freiberger recalls for us the fact that "Oliver Twist" was "probably the first Dickens story to be converted into a play in this country." He writes that it—

"Was first produced within one year of the publication of the story, at the old Park Theater, New York, on February 7, 1839, which was also the twenty-seventh anniversary of the birth of Dickens. On this memorable occasion Charlotte Cushman played *Nancy Sikes*. The impersonator of *Bill Sikes* was better known as a singer than as an actor, namely, Peter Richings, the husband of the more famous Mrs. Caroline Richings-Bernard.

" 'Oliver Twist' was also played at the Bowery Theater, New York, on April 6, 1860, as half of a 'double bill,' the other play being 'Uncle Tom's Cabin.' Mrs. G. C. Howard, known as the original *Topsy*, played *Nancy Sikes;* Cordelia Howard, *Oliver Twist*, and George C. Boniface, *Bill Sikes*."

ENGLAND'S CENSORSHIP MANIA

FROM THIS DISTANCE the English censorship doings and discussions have all the appearance of a game of hide-and-seek. The dramatic censor refuses the permit to produce a certain play, but a publisher forthwith spreads it before the public in a two-shilling volume. What people may not hear, they may read. This is the case with Mr. Zangwill's latest play, "The Next Religion." Again, what the public has already read they may not hear. This is the experience with Christopher St. John's play, "The Coronation," already in book form before the censor banned it. But clever managers of a play-society found a way to "run home and touch the goal," tho the keeper still stood guard. They "invited" their audience to the theater to hear "The Coronation," and the guests later "presented" the price of admission. But now it seems literature will have its censor, too, if certain dignified sponsors of the art can bring it about. "Deputations" go to the Home Secretary with their complaints, under the titles of "National Council of Public Morals," or "London Council for the Promotion of Public Morality." Mr. Henry C. Shelley, who keeps the Boston *Transcript* informed of London literary matters, describes a recent deputation headed by Mr. St. Loe Strachey, editor of *The Spectator*, and "supported by John Murray and four other publishers." Of course with Mr. Murray among the protesters it does not escape the notice of the irreverent that his house gave, and still gives, the world Byron's "Don Juan." Mr. Edmund Gosse speaks up for his profession in a letter to the London *Times*, and points out that "the significant thing about the deputation was that it did not include a single author." He adds:

"Those who, as publishers or booksellers, honestly wish to suppress what is deleterious literature will make a very grave, and I hope for their scheme a fatal, mistake if they try to push legislation through in defiance of the opinions of the literary profession. In these discussions we hear of the publisher and of the bookseller and of the policeman, but never a word of the author. But the author must be consulted if a very serious incursion is proposed into the province which owes its very existence to his labors. I believe I speak for the majority of those who make literature the main object of their thoughts when I say that we are quite as anxious as any publisher or bookseller

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or 'director of public morals' that literature shall be pure and excellent, and that what is vulgar and base should be discountenanced. But we want to know, when Mr. St. Loe Strachey speaks of books that are to be 'ruthlessly stamped out,' what books these are, and who is to be the judge. If our opinions on the subject should happen to differ from his, are we to be led blindfold to prison?"

Mr. Shelley shows that Mr. Murray is not quite clear in his own mind as to how he wishes the censorship applied. He asserted that "censorship after publication is worse than useless," yet "argued that the police ought to be given authority to destroy pernicious books whenever they come across them." The unsettled state of the public mind in respect to "pernicious" books is seen here:

"No deputation has ever formulated its complaints in a specific manner. Their members may have been, as H. G. Wells suggested recently, 'nosing about in books for personalities and scandal,' but they persist in hiding their discoveries in a 'cloud of innuendo.' Mr. Zangwill is on sure ground when he affirms that a notable change is taking place in England with reference to freedom of discussion. And the change is illustrated by the fact that some publishers have deleted from their lists books on which they were once not ashamed to place their imprint. There is the pertinent example of the Bohn library. Time was when the extra volumes of that series included Rabelais, Boccaccio's Decameron, and Queen Margaret's Heptameron. But the Bohn list knows them no more. Yet, and here is another ironic illustration of the curious British mind, there still stands on the list a volume of Voltaire's tales which includes the delectable 'Candide'!"

Mention of police censorship, however, rouses British wrath in other quarters. "An Englishman" writes in the London *Daily Mail:*

"If the deputation had in its mind only those books which are no books, those *biblia a biblia* which are sold in secret and read in privacy, there would be no need of protest. Their intent is obvious to the first comer, and their punishment is, I believe, adequately provided for by the law. Neither definition nor criticism is necessary for their discovery. They proceed from ignoble presses, and they have not the remotest touch with literature. No provision need be inserted in any act which is aimed to check their circulation. Books of literary merit, genuine works of art, are farther from them than from the wrappers of pounds of tea, and tho their stupidity diminishes vastly their power of harm, they deserve, and they should obtain, no quarter.

"But it is clear that the police have drawn no fine distinctions in their literary criticism. There are still books on the border-line, it seems, which baffle the subtlety even of Mr. McKenna and his satellites. With an uneasy sense that all is not well, the deputation desired that the word 'indecent' should be used in conjunction with the word 'obscene.' I agree with the Dean of York that it is not easy to distinguish between these two epithets. The deputation further urges the police to be more vigilant and active in the matter of prosecutions. Have they not sometimes been overvigilant? Within recent memory the translator of Émile Zola, that austere moralist, has suffered imprisonment, while Rabelais has been denounced as a 'filthy priest' by an Old Bailey lawyer, and an honest publisher locked up for no other crime than publishing an edition of Urquhart's deathless version of Gargantua.

"What, I wonder, is a 'poisonous' book? And what are the symptoms of book-poisoning? Is the disease fatal, or can its victims be cured if it be taken in time? Who they are who succumb to the poison of a book may readily be imagined. They have no chins, these poor creatures, and their foreheads recede at an angle of forty-five degrees. Is it worth putting Rabelais in the dock and imprisoning the translator of Zola to save their feeble intellects from a shock? One would not have thought so. But an age which cheerfully sacrifices the fit for the encouragement of the unfit will not scruple to inflict an injustice upon the masters of literature, if only it can protect a few degenerates who suck poison from a printed page."

It is not "a delicate sense of morality which has persuaded these enemies of literature to the assault," declares this writer. It is "rather a pitiful lack of imagination." He goes on:

"They do not understand books nor their purpose. They do not read them for enjoyment's sake, but rather that they may do their authors a mischief. They forget that life must be judged by one set of rules, literature by another, that a 'genuine artist' may lift the foul and ugly to the topmost height of beauty. The splendid verse of Sophocles purges of all offense the horrible sufferings of *Philoctetes*. *Œdipus the King*, as the poet saw him and showed him, is the victim of a noble tragedy. Probably for the policeman he is no better than an incestuous murderer, who would not be allowed on his beat for a minute.

"Literature does not need the policeman. She does not want to answer irrelevant questions. When Flaubert, having written a work of genius, was put in the dock for his pains, the prosecuting counsel rivaled that home-grown specimen of ours who labeled Rabelais a 'filthy priest.' 'Gentlemen,' said he, 'did Madame Bovary love her husband, or did she even try to love him?' That is the kind of criticism which we may expect from the magistrate, and which can not be tolerated even to save the imbecile from his folly. It is quite easy not to read books, and if the police are omnipotent, let them restrain the fool from all printed matter and leave the man of letters to his own devices.

"And while the man of letters will guard his honor and his liberty from the assaults of the police and the puritan, while the quarrel of one shall be the quarrel of all, there remains a wider question to be answered. Shall we surrender ourselves and our morals wholly to the magistrate? If we do we shall lose much else besides our self-respect. A great bishop once said that he would rather see England free than England sober, and it is better that England should be free to choose her own books than entrust the policeman with the management of her libraries. A millionaire who has purchased with his money-bags the right to express an opinion on all things once denounced the classics as 'very filthy trash.' The policeman would no doubt agree with him. But these are matters which each one must decide for himself, and with Mr. McKenna for our art critic we shall fare ill if we do not make our decision clear. Above all, let us be virtuous with our own virtue and not with the virtue ladled out by Government officials. For virtue is atrophied by disuse, and when it has perished the wisest laws ever devised to save man from his own responsibilities will prove a sorry substitute."

COSTUMING SHAKESPEARE—Shakespeare, when we have the rare privilege of seeing him well produced, is offered to us with his people drest in clothes that represent the "period" of their lives and action. So at least the producer tries to convince us, on the ground, supposedly, that we are all antiquarians and know whether he is right or wrong. Mr. Andrew Lang reveals in *The Morning Post* (London) some of the pains to which the costumers put themselves and the puzzles the producer has to solve:

"A distinguished authority of the Comédie Française once did me the honor of consulting me when he thought of a Minoan play of the ruff-and-farthingale period for women, while the young heroes wore embroidered bathing-drawers and in duels fought with the long Elizabethan rapier and parried with the dagger held in the left hand. All this was thought not to suit the genius of the Parisian public. As to 'Macbeth,' we went into the question of costume, and got it from miniatures in manuscripts of the eleventh century, from seals, and from the Bayeux tapestry. *Macbeth* himself and the other nobles drest as Norman gentlemen. They did not wear kilts, but the belted plaid was permitted, tartan and all, to the general run of men. All was to be quite historical, true to the eleventh century, and no doubt effective and picturesque. But how Shakespeare would have stared! . . . . . .

"Ought Shakespeare's plays to be acted in the dress of his own day (except the Roman plays) or in that of 300 A.D. ('Lear'), 1200 B.C. ('Troilus and Cressida'), 1050 A.D. ('Macbeth'), 1431 ('Henry VI.,' Part 1), or how? You certainly can not act 'Hamlet,' guns and all, in the costume and with the weapons of the Vikings of 900–1000 A.D. We must not have *Hamlet* (Mr. Wopsle) in a byrnie. When Garrick (if I am not mistaken) or some later archeologist drest *Macbeth* and *Macduff* in the Highland filibeg, with the unbelted plaid and basket-hilted broadsword of Prince Charlie's men, a great mistake was made. We can not dress the characters of a play in the costume of the first inventors of the legend on which the plot is based."

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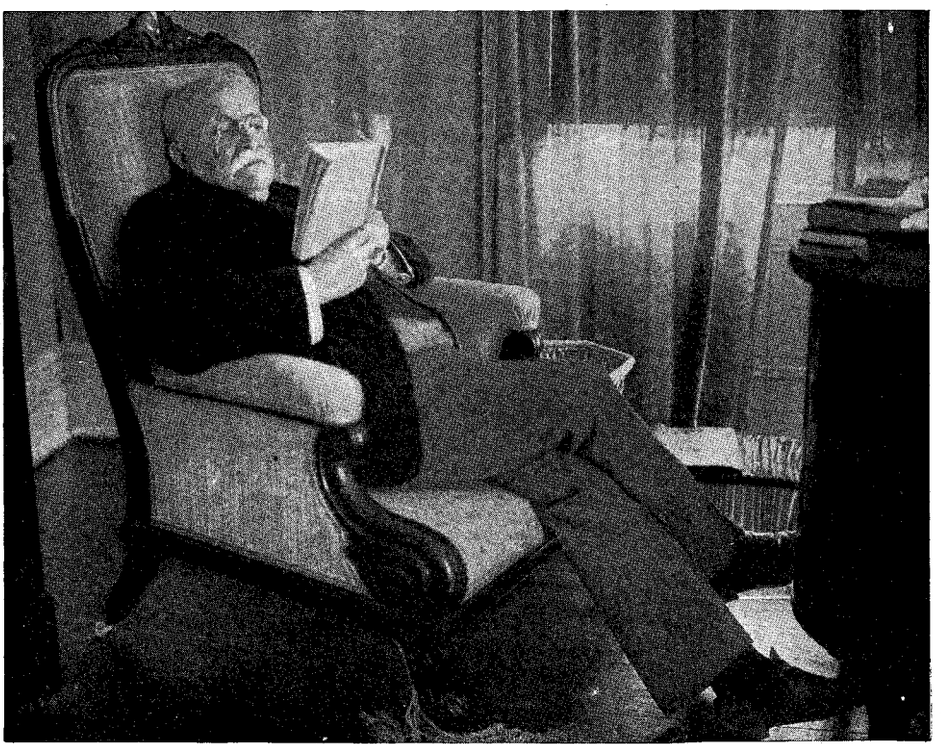
A WOMAN'S TRIBUTE TO MR. HOWELLS

MR. HOWELLS has not always pleased the women. Perhaps he hasn't always tried, having by him for guidance such a thing as an artistic conscience. At any rate, one sometimes hears that women are not always satisfied with the women of his books. They think there are depths or remote recesses of womanly psychology that are beyond him. Then, on another hand, a woman, Mrs. Gertrude Atherton, has more than once called him to task in public print for wielding a retarding influence on American fiction. Every young writer of fiction, she charged, has tried to write like Mr. Howells, which has meant that they have not dealt in red blood and passion, whatever else may have been their stock in trade. Mr. Howells has just celebrated his seventy-fifth birthday. He was born March 1, 1837, and our leading news-sheets are offering him abundant expressions of congratulation. The Boston *Transcript* fills a page with the tributes of his younger contemporaries. From them we select for quotation Mrs. Wilkins-Freeman's, for one reason because it is a woman's tribute, and, for another, because she sees, in a different light, almost the same order of facts that others see with a spirit of disapproval. It is almost a parable:



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MR. HOWELLS' SERENE EVENING OF LIFE.

At seventy-five the Dean of American Letters, with his articles of literary faith unchanged since he began novel-writing, still follows the pursuit of fiction.

"I remember when I was a child, playing hide-and-seek (I think they used to call that innocent infantile game Hide-and-Seek), I discovered that the very best hiding-place was in plain sight. I used to stand in full evidence, say at a house corner, and all my little mates would race back and forth past me, hunting good hiding-places, according to their notions, and not realizing that a hiding-place is not a hiding-place, and may serve a double purpose, by concealing itself as well as its inhabitant.

"Well, in thinking about Mr. William Dean Howells, I have been wondering if he has not succeeded during recent years in doing just what I did in that childish game. Eager hunters after good literature have raced after it, searching hither and yon, in native and foreign by-ways and hedges, in cellars, and behind stumps and trees. Best-sellers have flamed out of such places, and speedily become ashes, and all the time William Dean Howells has stood shining calmly in his Place in plain sight. He has remained. He arrived years ago and he has never left. Others have pushed and been pushed between himself and the mental vision of the public, but he was there in his stedfast place when the pushers and the pushed were spoken of no more.

"William Dean Howells, in more than one sense, has remained. He has never left his own country. He is our great American Author. He has never gone nugget-hunting in foreign fields. America would not be America without its unconquerable asset of this Artist who is loyal. America, crude and aggressively sophisticated, new and daring the feats of wisdom of the aged, meek and devil-may-care, is His Country, and he has stood fast in its service, with his great brain directing his faithful pen. He has kindled and kept burning a light of knowledge which will never die, for the benefit of his own Countrymen, to their credit at home and abroad. We have had a few whose originators have themselves passed beyond our ken, but their works remain. We have a few great living men who are content with the content of true greatness, to stand behind it and think little of themselves in comparison.

"They are the torch-bearers obscured by the guiding flames of their own torches, satisfied that it should be so, even satisfied that their guiding lights are missed for the sake of false ones, confident in the certainty of a return.

"To say that we are all proud of William Dean Howells is to say too little. We are more than proud, we live because of his life. A great author is one of the props in the history of a great nation. We can not proffer him glory, which he already has. We can add nothing to his fame, which will endure for the generations. But we can awake to a new realization of his greatness. Upon his seventy-fifth birthday we can look upon him and his work as if for the first time. We can, we who know, and have always known, his true value, regard him, as with the eyes of children, with a wonder of surprize and appreciation. The truly great is forever new, possessing inviolable youth. That quality we can recognize and be dazzled by the light of that one genius as if for the first time. In that way we can offer a birthday gift to William Dean Howells which he can accept from his own countrymen and know there is no duplicate. All American readers and authors love and revere this great author, and we offer him upon his seventy-fifth birthday a renewal of our love and reverence, which means much more to us than the original, and may mean more to him."

The note of Mr. Howells' Americanism that is sounded by Mrs. Wilkins-Freeman is repeated with some variations by Bliss Perry, who also contributes this to the symposium:

"No one has studied more closely or portrayed more skilfully the varied types of the national character. He has been fully as 'American' as his friend Mark Twain, and yet no one has been more sensitive to aspects of contemporary European thought and feeling. His loyalty to his own soil and race has never been bumptious or irritating, and tho, like Coleridge, he has always been preaching, one never thinks of him as a preacher. He has been, rather, like a first-violinist in the big national orchestra of authorship; apparently intent upon his own score, and yet keeping the whole orchestra up to pitch. And how admirably Mr. Howells has played. In all of his fifty books, what consummate rightness of tone and phrasing, what mastery over one of the most difficult of the arts, and what sympathetic comprehension of his half-trained but right-minded compatriots who have sometimes found his instrument too subtle to convey his full passionate intention, but who never think of him and his long leadership without affectionate pride!"

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A REBUFF TO THE MEN AND RELIGION MOVEMENT

SO MANY PASTORS of the Lutheran Church as are embraced within the Long Island Pastoral Conference of the Missouri Synod have given notice to the public at large and to many preachers of other denominations in particular that they decline to participate in the efforts of the Men and Religion Forward Movement. Their reasons are stated in a circular issued from Brooklyn and signed by a committee of five members. The principal impediment that they see to joining in this endeavor where all denominational differences are waived, is the implicit inconsistency of such a surrender. They admit that "according to the word of God," all who believe in Jesus Christ are members of the holy Christian Church, yet they also "learn from that same word of God that it is contrary to the will of God to ignore or make light of doctrinal differences." They express themselves in this form:

"We can not understand why any thinking man can not realize the seriousness of conditions. The case is plain and simple enough if duly considered. If, for instance, the doctrine of the Apostolic Succession of the Episcopal Church is Scriptural, then we preachers, who have not been ordained by an Episcopalian bishop, have no right whatever to be and remain incumbents of the holy office of the ministry. If the doctrine of immersion, so tenaciously held by the Baptist Church, is Scriptural, then all we, who have not been immersed, are not baptized. If the doctrine of an election to eternal damnation, taught by the Calvinists, is Scriptural, then we are deceiving the people by preaching that Jesus died for all sinners, and that God will have all men to be saved. If the doctrine that Christ's body and blood are not really present and orally partaken of in the sacrament by all communicants is Scriptural, then our Lutheran Church is misrepresenting our Savior in saying that they are. If the doctrine that the Bible is not verbally inspired is Scriptural, then we are making far too great demands upon the people by teaching that the Bible is the verbally inspired Word of God, and that it is to be received and believed as such.

"That these and many similar differences should not be worthy of recognition and of the most prayerful and careful consideration on the part of all Christians and lovers of the truth and their Lord, and sufficient ground to preclude cooperation of those among whom these differences exist and until they no longer exist, is difficult to be understood by all such as have learned the word of truth and have learned to stand for a definite theology on the basis of such word of truth, it being the unerring inspired Word of God."

The notice here sent out is timed to meet the opening sessions of the "Movement" work in New York and vicinity. There are thousands of members of the Lutheran Church in the East, says the Rev. John H. C. Fritz, chairman of the Mission Board, "and about a million in the country at large." The words of their declination are:

"Cooperation on our part is altogether out of the question. Why can we not cooperate? It may be difficult for us to answer this question within the short space of a letter in such a manner that you will fully understand and appreciate our position. The Men and Religion Forward Movement is unionistic in its very nature. While the Movement does not seek to bring about a union or federation of churches, yet it does expressly call for cooperation of the churches, and does not recognize the existing division of the visible Church upon earth to be due to differences more or less essential, which differences should not be ignored and which ought to preclude cooperation of the churches among whom these differences exist and as long as they exist.

"We well realize that the differences which divide the churches of the so-called reformed scheme of theology (the Christian churches among the Protestants outside of the Lutheran Church) are not as great and as essential as those which divide these from the Lutheran Church, and that therefore some of these churches, which are by their very scheme of theology closely related, can with little or no scruples of conscience unite to promote religious enterprise.

"At their very inception the churches of the so-called reformed scheme of theology did not accept the Bible as the only norm of doctrine and rule of life, but at once subjected the Bible to the test of human reason, and have done so ever since, as history amply proves from the time of that memorable colloquy at Marburg, in 1529, down to the present day. These churches have to a large extent tolerated and sanctioned differences of opinion in religious belief. What may be termed a happy inconsistency, inasmuch as those who, either consciously or unconsciously, rejected some plain truths of Scripture, did not at once reject all, has in the course of years largely resulted into an unhappy consistency inasmuch as many in our day act on the principle that if some parts of the Bible may be subjected to the test of human reason, others may also be, and that, if some parts may be rejected, others may also be rejected. Thus many are now reaping the evil fruits of an evil sowing. This also well accounts for the tendency of our time to break away from all creeds without at the same time getting any closer to the Bible itself, which is the unerring inspired Word of God. Modern church life is full of inconsistencies, and is marked by spiritual indifference, a go-as-you-please Christianity, and a lack of thoroughness, conservatism, fervency, and consecration. At the same time, we well know, this very condition, which we so much deplore, is looked upon by not a few as approaching the ideal. . . . . .

"In view of the great spiritual indifference manifested by many of the churches of our day, we also well understand that our conservative position will not be readily appreciated. But this fact does not in any way move us to change our position, tho it does make us feel sad to know that so many are indifferent to the truth and are breaking away from the old gospel and a good, sound Christianity, and that so very many are not at all willing to concede the seriousness and importance of doctrinal differences. We are firmly convinced that with our conservative position we stand on Biblical ground."

CATHOLIC FEARS OF SOCIALISM

THE PROPHETIC EYES of one Catholic organ foresee a new political alinement in this country that will present itself in ten or in fifty years according to the development of events. We may then have a "clerical" party in politics, tho *The Catholic Universe* (Cleveland), which makes the forecast, hopes we won't. What it sees is an opposition of political parties "divided upon moral lines." The great bulk of the conservative element "must be furnished by the Catholic Church," this paper declares; the opposing party it looks to see enrolled under the banner of Socialism. We shall have to keep our lamps trimmed and burning in order not to be taken by surprize, for, as this journal sees it, "the condition of unrest, the well-nigh patent preconditions of a social revolution, are manifest in the state of the old parties of the present day." We read:

"In Continental Europe to-day, the oncoming strides of Socialism are only held in check through a coalition of all other elements with the clerical forces in public affairs. The same thing is certain to come in the United States.

"If this country is not to be swept into the vortex of Socialism with all its attendant immoralities, then the Catholic Church through her members must save it.

"There may never be (we hope there never will be) a party in this country which will be called 'Catholic,' but there is certain to be a party which will be a composite of all the elements which oppose Socialism and which elements will have as their largest and leading unit in that coalition the members of the Catholic Church.

"Those who timorously recoil even now from any suggestion that Catholics should take an active part in public affairs, with a saving thought always of their Catholicity, will do well to have gone to their reward before that struggle comes, for it will be one in which there will be no quarter asked or given and no compromise possible.

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"The great body of Catholic voters are slowly but surely coming face to face with a condition where they will have to be one thing or the other, either loyal to their faith or recreant to their duty, accordingly as they choose their political alinement. It may not come for twenty years or for fifty years, and it may come in ten. But it is coming, and a little practise of practical Catholicity now in their political relations will be an excellent preparation for the fight that is prophesied by events."

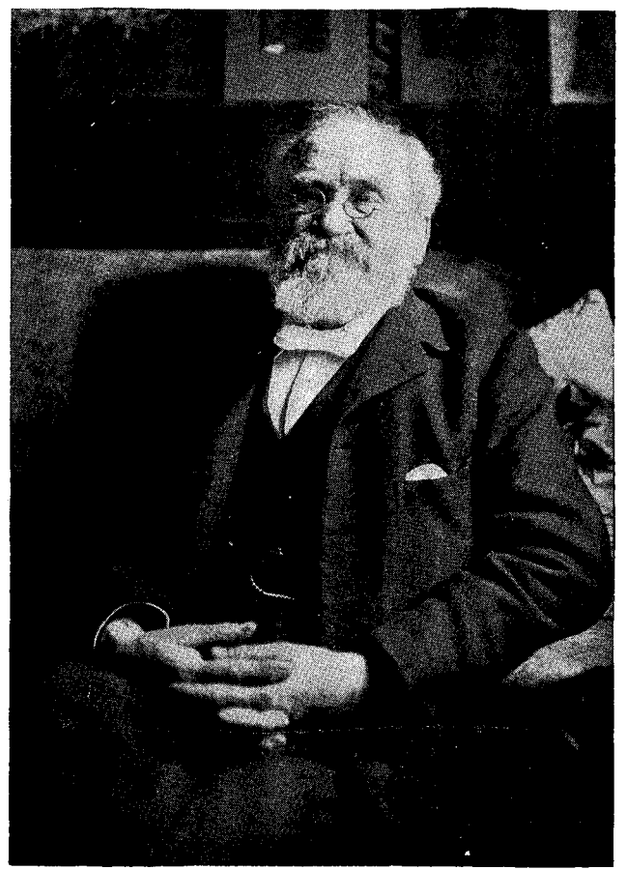
Father Vaughan may perhaps be taken as the official voice of the Church in its present protest against Socialism. He is holding a series of Lenten conferences on the subject in St. Patrick's Cathedral, New York. In his first discourse on "Socialism and the Papacy" he took pains to point out that it was not an economic theory he was combating. "If Socialism were no more than what it is represented to be to the small farmer, or was said to be in the campaigns for votes, it would be of interest to the Catholic sociologist, but not to the Catholic preacher." He comes, he said, "as one who had taken up this crusade against Socialism as a mission" to which he believed himself dedicated after a visit to Pius X. in Rome. He spoke as the defender of the Pontiff against the charges of the Socialist leaders. His discourse, reported in the daily press, contained this passage:

"They—my separated brothers—will tell you that the Pope is on the side of the capitalist in the existing struggle, and that from him labor can expect no sympathy. But it is not true. All history, read by the impartial man, written by the unbiased man, will tell you that it is not true. They will point out that in times past the Pope blest the autocrat for whom we have no use to-day, the autocrat who has to move on. But we must not judge the Dark Ages, as they are called, by the light that is thrown across the floor of life to-day. In the Dark Ages the autocrat was necessary to preserve order in a time of turmoil. Does that say that the Pope sympathized with autocracy? Why, the Pope has ever been the champion of the toiler, and there were dark times when the Pope was the workingman's only friend.

"The Catholic Church has never recognized a distinction between the likeness of Christ in the serf and peasant and the likeness of Christ in the peer and prince. She is splendid. She knows. And she knew, too, in those dark days when the toiler stood all alone, when he had no voice, no eager, friendly press, no bonds of unionism. In those days the toiler had only the papacy to back him up.

"This same Church gave us trial by jury, it gave us our representative system of government, and all the great organizations of to-day are a network woven by her hand. It was to this same Church that the yielding empires, passing on in dim but magnificent procession, ceded the scepters of authority, without which you would have had in place of the Europe of to-day a Mongolian desert. . . . . .

"As in the past, so to-day, the Pope is the friend of the workingman. Leo's encyclical is the very *magna charta* of the workingman. In his Letter on Labor, Leo XIII. reminded the employer of labor that there was a dictate of nature more imperious and more ancient than any bargain between man and man; that remuneration for work must be sufficient to support the wage-earner in decent comfort."



ANDREW M. FAIRBAIRN,

The founder and principal of Mansfield College, Oxford. Lord Acton declared him "the most learned theologian in Oxford."

NEWMAN'S ANTAGONIST AT OXFORD

THE MOST picturesque religious figure of the nineteenth century was probably Cardinal Newman, the Anglican scholar and preacher, who led an exodus to Rome. His influence at Oxford was paramount for a long period, but in 1886, when Dr. Andrew M. Fairbairn became the first principal of Mansfield College, an opponent appeared who started the current of thought running in the opposite direction. The "Oxford Movement" has now lost its force, in the opinion of many observers, and it was Fairbairn who was primarily responsible for the change. If we are to accept the words of one of Dr. Fairbairn's admirers, he was acknowledged by even the Anglican followers of Newman as the greater intellect. Without giving any actual quotations from them to verify this statement, Dr. George A. Gordon says in *The Congregationalist and Christian World* (Boston) that "Anglicans regretfully, but frankly, in homage to truth, confest that the greatest theological scholar and the weightiest intellect in Oxford was Fairbairn, the nonconformist." This tribute is recalled by the recent notice of his death. But more than this, says Dr. Gordon, "whether it knows it or not, the Christian Church throughout the English-speaking world, so far as it holds or is able to hold a reasonable and vital faith, is the debtor of this great man." Lord Acton, who also died the other day, acclaimed as one of England's greatest intellects, "regarded Dr. Fairbairn as the most learned theologian in Oxford." His Oxford story is continued in a strongly partizan strain by Dr. Gordon:

"When Dr. Fairbairn went to Oxford in 1886 the Newman cult still flourished in a mild way. Admiration of Newman as a man and as a writer almost prohibited honest criticism; it certainly delayed the advance of the Anglican intellect and diminished its confidence in the exercise of reason in the field of religion. Fairbairn met Newman as an equal in dialectics; he met him as immeasurably his superior in ideas and learning. When Dr. Fairbairn had finished his contribution to *The Contemporary Review*, afterward embodied in one of his ablest books, 'Catholicism: Roman and Anglican,' Newmanism had been seen in its true light. The writer of this notice often exprest to Dr. Fairbairn his regret that so much learning and power had been expended in proving an axiom, in exposing an absurdity plain to the common sense of all sane-minded men. That a church, which is a collection of individuals, should be able to bestow what no single human soul among the multitude composing it possest seemed a sheer impossibility; that the certainty unattainable by the soul in its converse with God and in his service should be attainable when a host of baffled souls got together, called themselves the one apostolic and Catholic Church, chose one of their confused members as a guide and authority, clothing him with infallibility, appeared a manifest and pitiable absurdity.

"To this rather wild expostulation Dr. Fairbairn's invariable reply was that Christian England called for this service. Doubtless he was right, and as we follow the masterly movement of his thought, critical and constructive, we may well

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be grateful for the conviction out of which this illuminating service issued. . . . . .

"Dr. Fairbairn imprest every one as a man of vast resources. He had an extraordinary memory; he had long been a systematic and laborious student; the result was an enormous range of accurate and important learning. When he accepted the principalship of Mansfield College he was recognized as the most learned man in Great Britain in 'the Religions of the World.' This had come to be his special field after prolonged and profound philosophic discipline. His cherished purpose was to write a book upon this subject worthy of its importance, of his attainments and insight, and of the general need of the Christian Church. This alluring vision he surrendered that he might plant non-conformity in Oxford; this ideal he bequeathed to other scholars and thinkers that he might do a permanent but a local administrative service. The character of the man looms through that painful but complete sacrifice like a great mountain."

Practically confirmatory of Dr. Gordon's appreciation is one published in *The Westminster Gazette* (London) under the signature of Principal P. T. Forsyth, D.D., himself also, it may be added, of non-conformist faith. We read:

"A number of years ago I had a conversation with Sir Andrew Clark, the well-known physician. His theological interests were very strong. He said that he thought he had perhaps the best theological library of any layman in London. Among other books we spoke of Dr. Fairbairn's, which were then in the height of their repute. Sir Andrew said he would tell me something he was sure would interest me. A few weeks before he had met at dinner Lord Acton, fresh from a visit to Oxford, where he had not been for a number of years. Lord Acton said that he had found in Oxford but one man who had a real grasp of the religious situation of Europe, and that man was Fairbairn. . . . He did much to rescue English thought from patristic obsession on the one hand, and from insular narrowness on the other. He was a powerful influence in restoring theology in this country to that connection with Continental thought which was so beneficent in the first century of Protestantism, and whose breach has so starved all our religious thought."

Some biographical facts of Dr. Fairbairn's earlier life are given by *The Morning Post* (London), thus:

"His career as a minister narrowly escaped wreck at the outset. Much reading and thinking brought about mental development and doubts, and so it came to pass that, in a village where theological views, however antiquated, were held with grim tenacity, the young preacher began to feel that he was not in a sphere that promised usefulness. He found himself obliged to resign his pastorate, and determined to study for a while in the freer intellectual atmosphere of the German universities. 'I had forsaken the Church of my fathers,' he wrote, 'and now no father of any church would consent to illuminate a man made humble by failure.' And so in a mood composed partly of hope, but largely of despair, I determined to seek abroad the light I could not find at home. . . . . .

"But the clouds were to pass over and the sun to shine again. In Germany Fairbairn 'found himself,' and, strengthened by contact with German thought, he was able to return to his native land with doubts resolved and with faith renewed. In 1872 he began a five-years' successful ministry in Aberdeen, a city to which he was afterward bound by many strong ties of affection. The university appreciated his erudition, and professors and students alike flocked to his ministry. As a preacher he had developed greatly, and his fame spread beyond the confines of the city. He was an unsuccessful candidate for the chair of moral philosophy at Aberdeen University, but in 1877 there came to him a call to proceed to Yorkshire to take up what proved to be his life work—the training of others for the ministry. For nine years he labored as principal of Airedale Independence College at Bradford, fitting himself for the larger sphere that was to open up for him.

"In 1886 Dr. Fairbairn was invited to become the first principal of Mansfield College, Oxford. The foundation of a Nonconformist college in an intellectual center of the Church of England was regarded at the time by many as a dangerous experiment.

"As a preacher Dr. Fairbairn had his limitations. His style was rugged—half Scottish and half German, it has been truly described. But his influence was profound, and when in June, 1908, he decided that, with the completion of his seventieth year, he must resign his work into younger hands, the announcement was universally received with genuine regret."

A MISSION'S HAND IN CHINA'S FUTURE

THE INFLUENCE of Christian missions upon world movements is illustrated in the career of Sun Yat-sen, the retiring provisional president of the Chinese Republic. The Anglican Church takes especial pride in his career, since he was trained in the English mission school in Honolulu and baptized in Canton. These facts, only lately becoming public, lead *The Living Church* (Milwaukee) to thrill to the thought that "the Manchu dynasty that has ruled China for three centuries, the throne that is older than the Christian Church, succumbs to the vision that has been implanted by a humble mission among the Chinese in one of the farthest outposts of Christian civilization." What is said to be a "corrected" record of Sun Yat-sen's life is thus given in the Chicago *Record-Herald:*

"His father was a poor Cantonese who emigrated to Hawaii, worked first on a sugar-plantation and finally obtained a small rice-field in the Island of Oahu, about three miles from Honolulu. Here, almost in the shadow of the famous precipice of the Pali, where the conqueror Kamehameha the Great won his decisive victory, Dr. Sun Yat-sen was born. With customary Chinese industry and frugality his father supported his family, a wife and four children, and, about the time that Sun Yat-sen was twelve years of age, had saved money enough to enable him to return to Canton with his wife and daughters, leaving his two sons in Honolulu.

"The elder, Sun Ahmi, moved to Maui and engaged in the cattle business. He placed his young brother in the school of Bishop Willis, in Honolulu, where the boy remained for several years. He became a convert to Christianity, and his brother at once advised the father, who wrote his younger son to come immediately to Canton. Sun Yat-sen obeyed, and at Canton began the study of medicine. He refused, however, to worship the ancestral gods and was baptized by a missionary, uniting with the Episcopal Church. He has stedfastly clung to his new faith ever since, altho many times importuned by influential friends to resume the old religion in order to strengthen his political following. His most intimate friend, Chang Chau, whom he has summoned from Oahu to China to help him, is also a Christian. His wife, however, still follows the old faith.

"His father, tho subsequently reconciled to him, turned him out of his home. The penniless lad made his way to Hongkong, obtained employment in the Alice Memorial Hospital, and, by reason of the kindness of the dean of the medical faculty connected with that institution, was enabled to graduate in medicine. Sun Yat-sen then went to Macao, a Portuguese settlement near the coast, and there became interested in the revolutionary movement, to which he has devoted his life.

"His story since is a thrilling one, full of perilous incident—thrice barely escaping in disguise from Chinese towns, arrested in London at the instance of the Chinese Minister and released by English law, suffering deprivation in many lands and reduplicated disappointments in his own, working ever at the hazard of his life with a price set upon his head, and finally achieving the glorious success to which he has attained.

"We are proud of Lincoln and of Garfield, each of whom rose from poverty to the Presidency. The Chinese with equal reason can honor the name of Sun Yat-sen."

Other leaders in the revolutionary movement have also recognized the power of the Christian faith. General Li Yuen-hung, who was Vice-President with Dr. Sun Yat-sen, says *The Missionary Review of the World*, "is a very earnest evangelical Christian who is not afraid to let his light shine before men." Moreover:

"Wu Ting-fang was baptized as a Christian when he attended a mission school, but has since become an Ethical Culturist. Liang Chi-cho, another leader of the revolutionists, is also a product of missionary teaching and an earnest Christian. He is one of the ablest writers in China, and became an object of enmity to many Chinese because of the strong pro-Christian character of his writings."

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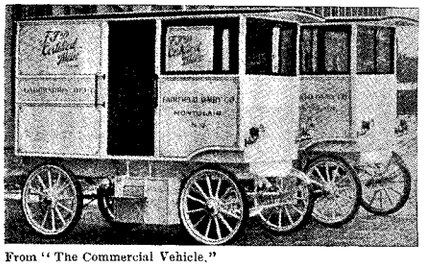
GROWTH OF THE COMMERCIAL-CAR INDUSTRY

AN article in *The Automobile* sets forth statistics to show that "a phenomenal growth" took place last year in the business of building and selling commercial cars and that the prospects for the future are bright. It is about ten years since the motor-truck industry was begun in this country. Its growth, therefore, has been slow; in fact, it is only within the last year or two that the public has been induced to turn its attention seriously to the motor-truck as a practical saver of time, labor,



From "The Commercial Vehicle."

ELECTRIC WAGONS USED IN DELIVERING MILK IN MONTCLAIR, N. J.

and money. Such has been the recent growth that *The Automobile* declares this industry promises "soon to be a rival of the pleasure-car branch of the trade." One of the best signs of increase of public interest, and probably also one of the most potent means of developing the industry, has been the exhibitions of commercial cars given in the large cities of the country. In the early years trucks were treated merely as incidentals in shows mainly devoted to pleasure cars, but this year there have been several notable shows devoted entirely to trucks.

There were registered in the United States during the year 1911 23,855 commercial cars, comprizing about 18,600 gasoline trucks, 4,000 electrics, and 600 fire-department cars. There were also a few steam-cars devoted to commercial uses. With all this advance there still remains "a big field for the commercial car." For the present year, manufacturers expect to turn out 45,000 trucks. Ten years ago it is believed that not more than 100 trucks were manufactured in the whole year. The average price per truck then was only $1,400; in 1904 it had become $1,500, and in 1910 it was $2,250, which was the high-water mark. Increased production in 1911, combined with a high percentage of low-priced delivery-wagons reduced the average to $2,200. It is believed that in 1912 the average will drop to $2,100. Following is a table showing the number of commercial cars registered last year in the different States, with the amount of the registration fees attached.

State	Registration.	Fees.
Alabama	39	$195
Arizona	14	70
Arkansas	43	215
California	2,063	10,315
Colorado	14	70
Connecticut	482	2,410
Delaware	79	395
District of Columbia	110	550
Florida	94	470
Georgia	136	680
Idaho *	24	....
Illinois	1,626	8,130
Indiana	1,442	7,210
Iowa	1,094	5,470
Kansas *	115	....
Kentucky	103	515
Louisiana	43	215
Maine	100	500
Maryland	98	490
Massachusetts	2,120	10,600
Michigan	1,226	6,130
Minnesota	963	4,815
Mississippi	36	180
Missouri	232	1,160
Montana*	36	....
Nebraska	242	1,210
Nevada*	24	....
New Hampshire	78	390
New Jersey	1,061	5,305
New Mexico *	29	....
New York	5,081	25,405
North Carolina	76	380
North Dakota	46	230
Ohio	871	4,355
Oklahoma	32	160
Oregon	126	630
Pennsylvania	2,062	10,310
Rhode Island	162	810
South Carolina	106	530
South Dakota	112	560
Tennessee	103	515
Texas	347	1,735
Utah	32	160
Vermont	75	375
Virginia	120	600
Washington	116	580
West Virginia	51	255
Wisconsin	543	2,715
Wyoming	28	140
	23,855	$118,135

* Estimated; registration not required.

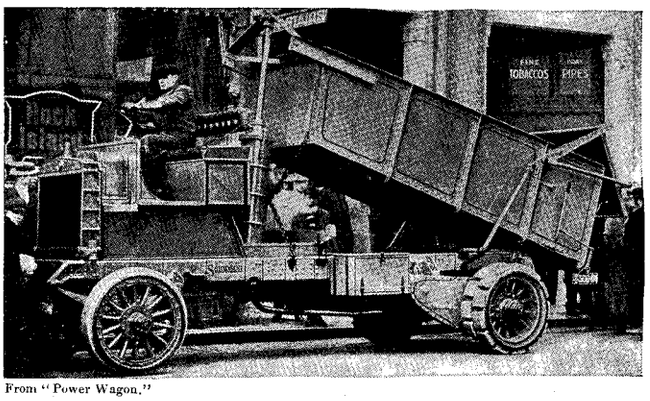
Reckoned at the average price for 1911 ($2,200) it appears that the cars already in use in this country represent an investment of $52,481,000. Should the production that is predicted for 1912 be accomplished, and the average price remain the same, the total value of trucks in use will reach $99,000,000. Other items of interest pertaining to this subject are given in the article as follows:

"The number of men employed in factories which manufacture commercial vehicles varies all the way from eight or ten in some small plants to 10,000 in some of the great establishments which turn out a total of several thousand pleasure cars and trucks a year. The clerks and officials engaged in the factory branch of the industry would make several good-sized regiments, and their salaries, added to the wages of the 50,000 men employed in the works, make up the tidy sum of $65,000,000 a year.

"The extensive use of automobile trucks has created a large demand for truck accessories, just as the pleasure-car business gave rise to the manufacture of accessories for pleasure cars. However, comparatively few new manufacturers have entered the accessory field on this account, as the majority of the makers of pleasure-car accessories found it very easy to produce the special goods for truck use along with their regular lines. Still, nearly all of them have been obliged to increase the capacity of their works to accommodate the growing business. There are over 950 companies engaged in the manufacture of automobile and truck accessories. Their combined capital amounts to almost $300,000,000, and the value of their total output for the year of 1911 was $255,202,000.

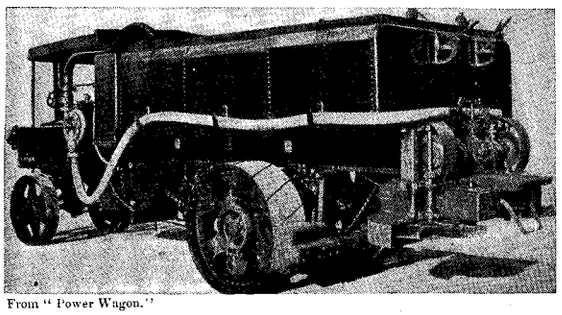
"It is interesting to compare the number of trucks of different sizes in use. Light delivery-wagons make up 10,000 out of the total of 25,000. The smaller tradesmen are finding these very handy, as they cover distance quickly, have ample capacity for the small, light loads they are called upon to carry, and do not cost nearly so much to maintain as the larger vehicles. There are a great many business men, however, who find the 1-ton truck very useful and more suited to their needs than the light delivery-wagon or the heavier type of car. These number about 6,000. Next comes the 2-ton truck, with 3,500 users, and then the 3-ton car with 3,000. The 3-ton is popular, and appears to mark the line of demarcation between lighter types of truck and the really big, heavy ones. When we come to the 4-ton class, there is a falling off of 50 per cent. as compared with the 3-ton cars, and we find only 1,500 users. The big, heavy trucks are not very widely used on account of their great cost and the heavy expense of maintaining them. There are only 1,000 users of the 5-ton size, and only about 500 people or corporations who cared to assume the expense entailed by the operation and maintenance of a truck of greater capacity than the 5-ton size.

"It is remarkable to how great a number and variety of uses the motor-truck adapts itself. At first the only type seen was the light delivery-wagon. Then larger wagons began to appear, shortly followed by the first motor-driven fire-department vehicles. Now almost all the large cities and a surprizing number of the smaller cities and towns are equipping their fire departments with apparatus of this sort. When it is realized that there are over 30,000 horse-drawn fire-wagons now in use, or one for each 2,500 to 3,000 inhabitants, it is clearly seen that this is a very large field for the commercial car, as there is no reason why all these horse-drawn wagons, consisting of hose-carts, hook-and-ladder wagons, fire-engines, chemical carts, water-towers, etc., should not be replaced by automobile apparatus. This is especially reasonable as the greater power and



From "Power Wagon."

FIVE-TON WAGON WITH DUMP OPERATED BY COMPREST AIR.



From "Power Wagon."

STEAM-WAGON USED IN WATERING ROADS IN INDIA.

PRODUCED BY UNZ.ORG
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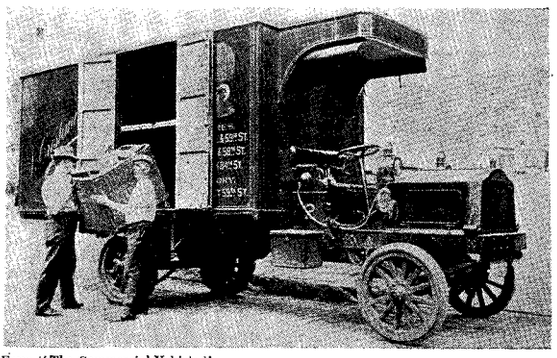
capacity of the motor-driven vehicle make it not only swifter and more efficient, but also more economical to the municipality which maintains it.

"The cost of operation and maintenance of the different sizes of commercial cars is a matter of great interest to the average business man. This is especially the case with men who are contemplating substituting motor-driven business vehicles for the horse-drawn type. The manufacturers are fully cognizant of this interest and a number of them have collected a great volume of cost records regarding their machines used by different trades in widely separated localities. From these they have calculated averages on the various sizes, including both actual running expenses and overhead cost. Drivers' wages are figured at $16 to $22 a week, gasoline at 12 cents a gallon, oil at 30 cents a gallon, garage at $225 to $300 a year, tires at $275 for a 1-ton machine to $1,650 for a 10-ton truck, overhauling and repairing at $300 to $500, depreciation at 15 per cent., and insurance at $150 to $240 a year. The daily average of gasoline trucks is as follows:

Light wagon, averaging	70	miles	a	day	$6.10
1-ton truck, "	70	"	"	"	8.07
2-ton " "	70	"	"	"	10.60
3-ton " "	62	"	"	"	12.20
4-ton " "	55	"	"	"	13.80
5-ton " "	50	"	"	"	15.00
7-ton " "	45	"	"	"	16.45
10-ton " "	35	"	"	"	18.50

"According to the testimony of a number of large business houses, it costs over $8 a day to keep a wagon and team of horses at work, including the wages of the men, the entire expense totaling $2,950 a year. The average daily cost of operation of a motor-truck, deduced from the figures already given, is $12.59, amounting to $3,800 a year. It is a noteworthy fact that the truck costs nothing when standing idle on Sundays and holidays except the interest on the investment and storage, while the horses must be fed as well as housed. Moreover, the average truck, costing $12.59 a day to operate, accomplishes the work of five two-horse teams, the up-keep of which amounts to nearly $45 a day. Compared with this the economy of the motor-truck is obvious.

"It is estimated that there are at present 2,500,000 teams of horses in the United States engaged in work which might be done by motor-trucks. The total cost of their maintenance, at the given rate of $8 a day, is $20,000,000 a day, or some $7,327,500,000 a year. The place of these 2,500,000 teams could be taken by 500,000 automobile trucks, the daily up-keep of which would be $629,500, amounting to $1,900,000,000 a year. A clear idea of the economy of the truck compared to horses may be gained from the comparative cost of up-keep of one truck and its equivalent number of teams of horses for one day and for a year."

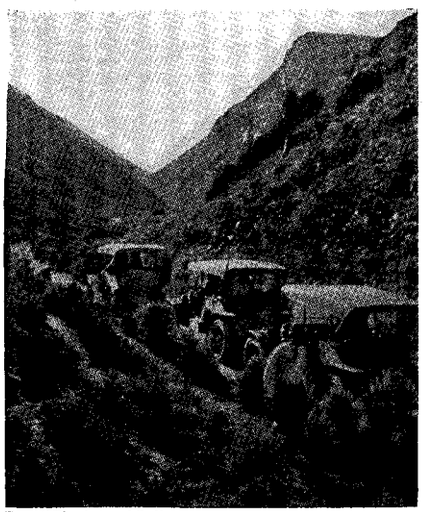


From "The Commercial Vehicle."

LOADING DELIVERY BREAD-BASKETS ON A MOTOR-TRUCK.

WHAT BECOMES OF DISCARDED HORSES AND WAGONS

The rapid introduction of motor-trucks has often presented to department stores, breweries, express companies, and other business houses the problem of disposing advantageously of displaced horses and wagons. *The Commercial Vehicle* presents among its illustrations a scene in the yard of one of the largest New York breweries, where are assembled more than twenty delivery-wagons marked "for sale." Salesmen for motor-truck manufacturers find the problem of disposing of horses and wagons a weighty one confronting them when they solicit orders for motor-trucks. Usually such firms and corporations as are now using motor-trucks began with one or possibly two or three at the outside, and then gradually eliminated the horses and wagons and bought more. No case seems to be known where a firm or corporation all at once disposed of its horses and wagons and installed an entire equipment of motors. One house came very near doing this, but this house opened a new store in New York, and started from the beginning with everything, including the foundations for its building. In another instance, this being a brewery, the firm a year before making the change had decided ultimately to dispose of all the horses and install motor-trucks. The writer in *The Commercial Vehicle* says of the methods by which this was done:

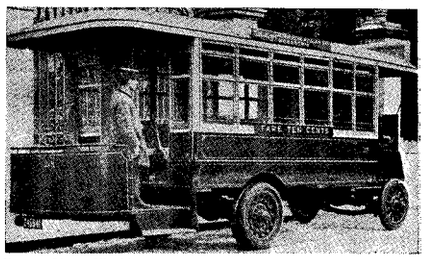


From "The Automobile."

MOTORING THROUGH A MOUNTAIN PASS IN NEVADA.

"In May, 1909, this firm purchased eight five-ton electrics, at which time it had in use 110 two-horse teams. Eighteen months later, Nov., 1910, the animals had been reduced to 65 teams, while an additional order for 16 trucks of the same capacity had been placed. Upon receipt of the last of these, the wagons on hand were placed on sale. Since then, however, more trucks have been purchased, but still the firm uses a number of horses.

"This experience is duplicated in the case of other breweries as well as other businesses. In Nov., 1910, one who brews 1,000,000 barrels and more of beer annually had 28 electric trucks, two of them ten years old, and eight of which were built in his own shops. At that time the firm owned nearly 600 horses. On Jan. 1, 1912, 50 commercial cars of various sizes were in use, and many more had been ordered, while the number of horses had only dwindled to 400 with an unfilled order placed for 60 more, making a total of 460.



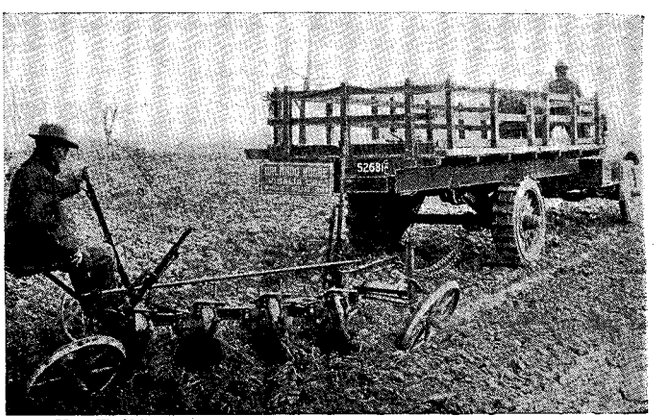
From "Motor World."

FRENCH MOTOR STREET-CAR IN USE ON FIFTH AVENUE, NEW YORK.

"Thus practically doubling the motor-wagons in a little over a year had only reduced the number of horses and wagons by 20 per cent. In fact, it is doubtful if it amounted to even that, because with more trucks and greater dependence upon them, the percentage of spare or extra horses kept in the stables was reduced materially so that the actual reduction in the case of the animals amounted to but slightly over 10 per cent. As each vehicle is doing the work of six horses, the total of 50 would seem to have replaced 300. Adding this to the number still in use, 460, and subtracting from the original number, about 600, it is seen that the business has grown the equivalent of 160 horses, or approximately 25 per cent. This has been assumed by the addition from time to time of motor-wagons, the animals remaining stationary as to numbers.

"It may be of interest to mention the fact that whereas this concern paid $900 a team last year and about $800 the year before, now the cost is close to $1,000. This large increase in price makes the horses, which must be disposed of for any purpose or reason whatever, bring a good price. The specifications call for each animal to weigh more than 1,900 pounds, from which a good idea may be gained of

(*Continued on page* 492)



From "Motor World."

MOTOR-TRUCK HAULING A DISK-PLOW IN CALIFORNIA.

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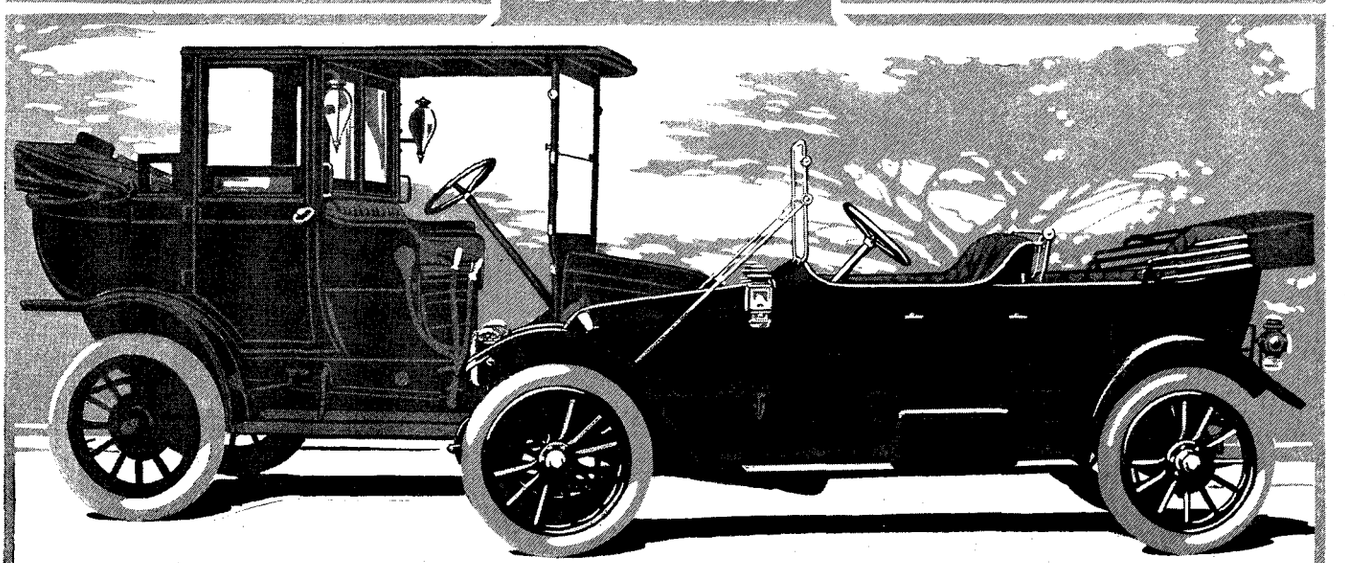
Franklin



The Franklin Car

Model H—deluxe "six"; Model D—town and country "six" and clubman's "six"; Little Six, suburban; Model G—knockabout "four" and professional "four".

The same in workmanship and material, the Franklin differs from other high-grade cars in design and appearance. In these it excels, making a strong appeal to the buyer.

The motor is air-cooled. This saves complication and weight.

The wood frame and full-elliptic springs absorb road shocks. This makes easy riding.

Light weight and resiliency are combined with the use of extra large tires. This gives maximum tire service.

The sloping hood and graceful, flush-sided bodies are distinctive and beautiful.

Write for Catalogues of all Models

FRANKLIN AUTOMOBILE COMPANY

Syracuse N Y

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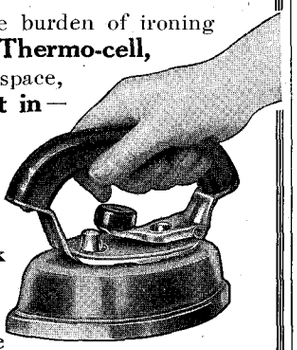
ELECTRONIC REPRODUCTION PROHIBITED

"UNIVERSAL"

Thermo-cell Sad Iron

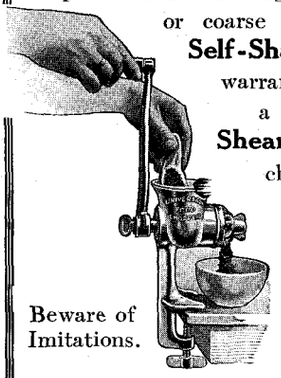
lightens the burden of ironing day. The **Thermo-cell,** or dead air space, **holds heat in—holds cold out.** Self-locking handle cannot work loose. No springs to replace. The Universal" heats quickly, cools slowly, saves labor, time and fuel.



"UNIVERSAL"

Food Chopper

chops all meat and vegetables fine or coarse as wanted. **Self-Sharpening**—warranted to last a lifetime. **Shear cutting**—chops cleanly and keenly without mashing. These patented exclusive features obtained only in the original and genuine "Universal."

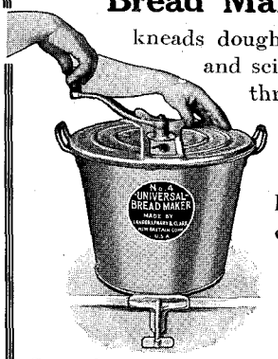


Beware of Imitations.

"UNIVERSAL"

Bread Maker

kneads dough thoroughly and scientifically in three minutes. **Labor saving**—eliminates half an hour of drudgery. **Sanitary**—hands do not touch the dough. **Simple**—pour in liquids, then flour, and turn. **Efficient**—makes smoother grained, better bread.



Price, 2 loaf, $1.35 4 loaf, $2.00 8 loaf $2.50

Write for "Universal" Household Helps—Free

LANDERS, FRARY & CLARK,

472 Commercial St., New Britain, Conn.

MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page* 490)

the character. Those sold for lameness, blindness, or other reasons bring as low as $15 to $50, however, the usual buyers being farmers. The average loss on them is put down by the superintendent as 90 per cent. of the purchase price, while the number varies from 25 to 30 a year. This firm has never sold any wagons except when thrown on the scrap heap and disposed of as junk."

SUBSTITUTES FOR GASOLINE

A writer in *The Motor World* discusses the problem of a substitute for gasoline when the price of gasoline shall get so high that the sharp spur of demand will bring about the use of substitutes. The problem has been to produce a motor that can be made to run by some other hydrocarbon than gasoline and yet do its work as well or better. The cost for fuel in that case would be less. The demand for gasoline is steadily increasing and the price goes up with the demand. There is no corresponding increase in the demand for kerosene, but at the same time there is an increased production of kerosene, as a consequence of the increased production of gasoline, inasmuch as both are products of crude oil. The writer says further on this subject:

"As the distillation of gasoline involves the production of a much larger quantity of kerosene, which must be marketed in order to avoid loss, it is clear that the refiners will not be likely to load their tanks with a lot of unsalable kerosene for the sake of producing gasoline to sell at a low figure. Illuminating-gas and electricity have played sad havoc with the sale of kerosene, but nevertheless it must be sold—so many gallons for every gallon of 'gas.' Gasoline sells easily, and the price is high. Kerosene is comparatively hard to get rid of; so the price is low. Kerosene hangs like a millstone round the neck of gasoline, so to speak, keeping down the production. It seems inevitable that unless an outlet is provided for kerosene, gasoline will go heaven knows how high in price. Should kerosene be adopted as motor-fuel, however, the turn of the tide might have the somewhat curious effect of putting gasoline where it formerly stood, and making it a commodity of less value than kerosene."

Kerosene has greater advantages as a motor-fuel simply because of its cheapness now and the likelihood that it always will be cheaper. Moreover, its efficiency as a fuel is quite as great, if not a little higher, and it is much safer to handle because it does not possess the same volatility. The problem yet to be solved satisfactorily is to make it work well with a motor. It is "difficult to gasify." Moreover, "nothing but the application of heat, and plenty of it, and the maintenance of heat so that, once gratified, there will be no condensation, will make kerosene run a gas-motor." When plenty of heat has been properly applied, kerosene will produce splendid results, as was proven a few years ago when a car with a kerosene motor was built for experimental purposes. That car ran successfully, but the whole secret lay in the fact that everything that kerosene touched was kept piping hot by the exhaust gases. Even the water supplied to the carbureter "was thoroughly heated before it came into contact with the spray." This and other similar experiments have shown the possibility of using kerosene as a fuel for motors. Two difficulties apparently are insurmountable. Kerosene can not be used for starting. Two tanks must be carried by a car—one for gasoline to start with, the other for kerosene. Another objection is the disagreeable odor of kerosene and its sticking qualities. Besides kerosene the author discusses alcohol as a possible future source of power for motor-cars:

"Alcohol seems to occupy a place midway between gasoline and kerosene, in some respects, and to be in a class by itself in others. It is easier to vaporize than kerosene, but harder than gasoline. It is as good a fuel as either. It requires more heat for its gasification than gasoline and less than kerosene—considerably less. And yet it is not so volatile that it is dangerous to handle, for it is considerably less liable to accidental ignition than the more familiar fuel. It is beautifully clean, and leaves no stain of any kind upon evaporating. Alcohol has another virtue that is decidedly interesting. It has a very decided affinity for water, so that the two liquids mix readily. In fact, commercial alcohol always contains a small percentage of water. Therefore, a little water accidentally working its way into the tank can do no harm, for it mixes so thoroughly with the fuel that it can not affect the action of the carbureter in the least. The fact that the "get-rich-quick" type of garage-proprietor might turn this characteristic of alcohol to his pecuniary advantage by adding a few gallons of water to each barrel of fuel does not make this any less an advantage. Alcohol has the well-known advantage of being easily distilled from almost any vegetable matter, good or bad, and can be produced very cheaply if a market for it should open.

"Very little extra heat is required in using alcohol in a motor; in fact, at ordinary temperatures a motor will start on alcohol provided the piping between carbureter and motor is not so long that the vapor can condense before getting into the cylinders. Gasoline motors seem to thrive on alcohol, given good carburation, and there is another point for alcohol—it burns clean, without odor, and leaves no sooty deposit. And it will stand considerably higher compression than gasoline before pre-igniting.

"A few years ago, about the time alcohol was placed on the free list, a carbureter was devised which took advantage of the fact that commercial alcohol always contains water. Between the spray nozle and the intake pipe was a chamber containing calcium carbid, through which the sprayed alcohol passed. The water in the alcohol, acting on the carbid, caused the production of a small quantity of acetylene gas, which, mingling with the spray, went into the cylinder. The resulting gas proved to have decidedly interesting characteristics. It produced a more powerful explosion than gasoline, or than alcohol alone, and it was readily ignited. The decomposition of the carbid produced a certain amount of heat which assisted materially in the vaporizing process, and this, together with the admixture of acetylene, made starting easy. Tho considerable experimenting was done with this system, it seems to have been abandoned—perhaps to await the coming of the 'alcohol era.'

"Of all the fuels in sight, alcohol is considered the most likely successor of gasoline. In fact, it is in very common use for

(*Continued on page* 494)

For Nervous Disorders
Take Horsford's Acid Phosphate
Especially recommended for the relief of nervous headache, exhaustion and insomnia.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

From Farm-Home and Palace

SAGINAW FRUIT RANCH

A. T. RICHARDSON

R. F. D. THREE

NORTH YAKIMA, WASH.

Aeolian Company,
New York.

Gentlemen:

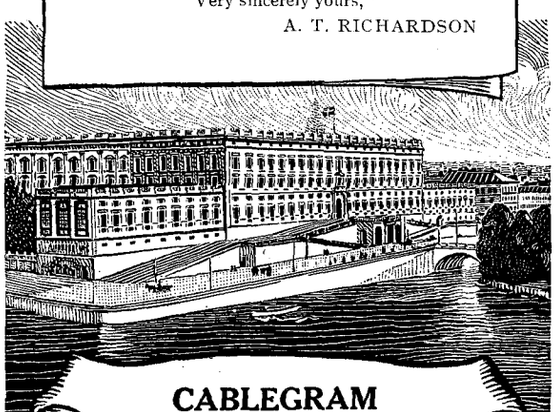
Perhaps it may interest you to know that we have been celebrating the fifteenth anniversary of an old friend of ours—the little old Aeolian which was one of the first purchases of our early housekeeping. That was before the days of Pianolas, and when a $300 46-note Aeolian seemed a pretty good thing. And a good thing it has proved. Although better devices have arisen since its day, its music is still as good as we thought it then; and its tone is as sweet and true and its oak case even handsomer than it was at first.

Your workmanship has always been a wonder to me. I have never had to call in any outside help to keep it in order, and I am quite sure we have not spent over a dollar or two for repairs in the fifteen years. And the old instrument has certainly been used hard, too; we have raised the children on it. Two blessed four-year-olds are performing something out of "Orpheus and Eurydice" as I write this, working side by side, their heads barely reaching above the keyboard.

For my part, I am glad that they can have nothing but good music in their ears. from the time of their first recollections until they are put to school; they get enough of the other kind after that. We laid in a large stock of your best music at the beginning, and this was fortunate, for there came later a change in the place and manner of our living, and there has been no buying of music of late years; but it is a source of great satisfaction to me that the children could be brought up in an atmosphere of Haydn, Schubert, Mendelssohn and men of that kind. I think it will count in their later life, and I feel like expressing to your company a little of the debt that I think we owe you, and wishing you well in your work.

Very sincerely yours,

A. T. RICHARDSON



CABLEGRAM

From our London Branch

To the Aeolian Co., Dec. 22, 1911
New York, U. S. A.

"Take pleasure in notifying you have received Royal Warrant of Appointment to the Court of Sweden."

London, Eng. *A. J. MASON*

Royal Appointments have also been received from
H. M. George V. King of England
H. I. M. William II. German Emperor
H. M. Albert I. King of Belgium
H. M. Alphonso XIII. King of Spain
H. M. Ferdinand I. Czar of Bulgaria
H. M. Ernst Ludwig, Grand Duke of Hesse
H. H. Pope Pius X.

WE publish herewith two testimonials recently received—one from a King's palace; the other from a small apple ranch on the Yakima River in the State of Washington.

The first notifies us of the receipt of a Royal Warrant of Appointment to the Crown Prince of Sweden—the Royal method of expressing high approval.

The other is quite different. It is a simple statement of appreciation from an American citizen.

We esteem both. This company is frankly proud of its commercial success. It is proud that its instruments have been installed in the leading palaces of Europe and that it holds so many Royal Appointments—certificates of distinctive merit that mean so much more than is generally understood here.

To be the leading commercial organization in the music industry is a high distinction. To have this leadership extend to every country throughout the world constitutes a recognition of superiority seldom accorded to any article of manufacture—never before to a musical instrument. Commercial supremacy, however, is not this Company's sole aim.

Mr. Richardson's letter—typical of a vast number of similar missives we have received—illustrates *the good* that Aeolian instruments are doing in thousands of homes throughout the world, and we place this splendid letter second in importance to no communication we have received from any source whatever.

The Home Instrument of Today —the Pianola Piano

THIS ranchman writes us about their Organ—the little old Aeolian Organ of 15 or 20 years ago. We have not made one of these in a long time—we make something infinitely better now, but the principle is the same.

He says it is a source of great satisfaction to him that his children are being brought up in an atmosphere of *good music.* And he is right. No greater kindness can be shown a child than to provide means for enabling it to hear an abundance of good music. This is to lay the foundation for a refining pleasure that will last through life.

In the case of these farm children, this is being done with a very primitive instrument and a slender stock of music.

Stop to think what you could offer to your children if you chose. In place of the old Organ, a Pianola Piano—perfect for hand-playing and practice, as well as Pianola playing. Instead of a few well-worn music-rolls, a vast library of over 16,000 different selections, providing a constant supply of new music at trifling expense.

Combine Pleasure for Yourself with Educational Advantages for your Children

THE pleasure of playing the piano *yourself*—of personally rendering your choice of the world's beautiful melodies—which the Pianola Piano gives its owner, is beyond estimation.

When you realize in addition what this instrument will do for your children—how it will *help them in their music-lessons* and aid their teacher in making them educated musicians—you will not hesitate another moment about putting a Pianola Piano in your home.

THE STEINWAY, WEBER, STECK, WHEELOCK
and STUYVESANT PIANOLA PIANOS from $550

Moderate Monthly Payments

"THE TRIPLE ALLIANCE IN MUSIC" by Gustav Kobbé—famous musical author and critic—tells in a most fascinating booklet, the great educational advantages of the Pianola—Postpaid on request.

The Aeolian Company is represented in all the principal cities of the world and maintains its own establishments in the following cities:

CHICAGO 408-10 S. Michigan Ave. ST. LOUIS 1004 Olive St. CINCINNATI 25 West 4th St. INDIANAPOLIS 237 N. Pennsylvania St. DAYTON 131 W. 3rd St.
FORT WAYNE, 208 W. Berry St.

THE AEOLIAN CO 362 Fifth Ave. **AEOLIAN HALL** Near 34th St. NEW YORK

The Largest Manufacturers of Musical Instruments in the World

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As a Welch Grape-Ball—high glass, piece of ice, fill half with WELCH'S, half with charged water—it is an immediate answer to every thirst-request. You will appreciate and be refreshed by its delicious tartness.

You always will find

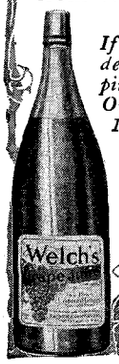
Welch's
The National Drink
Grape Juice

served in the best cafes, hotels, restaurants, on dining cars, at soda fountains—wherever people drink in public or in private.

WELCH'S is a before-breakfast drink, a noon-day pick-me-up and a before-bedtime night-cap.

"Get the Welch Habit—It's One that Won't Get You."

Keep a case at home for family and social use. Write now for our free booklet of recipes for dainty desserts and delicious drinks made from WELCH'S.



If unable to get Welch's of your dealer, we will send a trial dozen pints for $3, express free east of Omaha. Four-ounce bottle by mail, 10 cents.

The Welch Grape Juice Company
Westfield, N. Y.

(*Continued from page* 492)

small stationary engines abroad, where alcohol is cheap and gasoline very dear, and from these small prime movers to automobile motors is but a short step, from a fuel point of view.

"But, however interesting speculation as to the future may be, for the present 'gasoline is king.'"

NEW IDEAS IN TRUCKS

Commenting on the motor-truck shows held a few weeks ago in New York and Chicago, *Motor Age* remarks that the industry has now attained "enormous proportions." During the year more than a dozen large companies entered the truck field, while more than a score of smaller ones were added to the number of manufacturers. The new vehicles shown at these exhibitions ranged from the smallest to the largest. Several companies offered new five-ton vehicles and announced that they were working on vehicles of the three-ton type, which they expected to have ready within six months. Companies that formerly had only a single model have felt obliged to enlarge their lines. One company that built only a three-ton size now builds also a two-ton vehicle, while others that built one-, two-, and three-ton trucks are now also building five-ton trucks. Still others that formerly made five-ton trucks now make trucks of six- and seven-ton capacity, while a few boast of having a complete line ranging in capacity from one to ten tons. Looked at from the mechanical side, the two shows offer to the writer points for the following comments:

"Viewed from a mechanical point of view, the progress of the year has not been any less important. There has been very much improvement. The experience of the year has taught many never-to-be-forgotten lessons. These lessons have been in nearly every department of the truck. One concern did not have its brakes large enough; they have been increased in drum-diameter and width. A second did not have sufficient radiator capacity for slow work in hot summer weather; the water-tank has been added to. A third found that its governor was practically useless unless all of the connections were entirely enclosed in metal tubing and sealed; this has been done, and now it is impossible for the driver to meddle with this important bull-dog to look after the interests of the truck-owner. A fourth has found that he must fit very heavy hub-caps and that these must have plain, semi-spherical ends; this has been done, and the hub-cap secured with heavy bolts, so that the danger of being torn off by striking on door-frames has been eliminated. With a fifth company experience has shown that the road wheels were too light, the spokes too weak close to the inside of the felly, and now these are very strong. A sixth had too light a frame, and now each side member is stiffened with truss-rods. A seventh had springs too stiff for the empty trucks, and scarcely adequate for an overload; by using a combination scheme, a weak set carries the empty vehicle and a secondary heavy set takes the load. Examples could be cited by the score telling what the truck-maker has done to improve his vehicle."

Another point commented on by the same writer is the almost complete disappearance of the old notion of building a pleasure car in such way as to make it possible to convert it into a truck. There are now many makers who offer trucks with provision for a cab in which to house the driver. Trucks of two years ago never had a driver's cab, the driver being forced to stand in all kinds of weather. As with the pleasure car, in which, when the body is of the limousine type, the chauffeur is provided with an enclosed compartment, so now with trucks, some kind of a driver's cab is provided, in a few instances going so far as to provide perfect enclosures with side-curtains or doors and rain-vision windshields. Lockers are also provided in trucks for storing extra clothing. This improvement is believed to be one that will be justified, not only on humane grounds, but on economic ones, since drivers can work better if kept warm and dry. The truck-cab is therefore looked upon as a good business investment.

TRUCKS AND THE HIGH COST OF LIVING

A writer in *The Power Wagon* contends that the motor-truck "is going to cut a big figure in reducing the cost of living." He quotes the following statement from another publication: "What becomes of the $743,000,000 yearly hay crop? The horse eats it. What becomes of the $334,000,000 yearly oat crop? The horse eats most of it. What becomes of the $1,337,000,000 corn crop? The horse eats a large part of it." Commenting on these items, the writer in *The Power Wagon* says:

"The editor of our contemporary journal meant these statements for the farmer. But what damaging admissions they are!

"Does it really cost about two billion dollars a year to feed the horses? We don't believe it costs quite that much, but even if this stupendous figure is cut in half and then again bisected, the waste on this score alone must be simply appalling. One quarter of two billion dollars—that is, $500,000,000—would buy 250,000 power-wagons of various ratings, and these would probably suffice to take care of the whole of the transportation in this country that is done at present by horses, provided the machines were worked at near their maximum capacity. For a fraction, then, of the yearly food bill for the horses, they could be replaced by motors. Think of the tremendous saving!

"But the matter does not end here. Those two billion dollars' worth of farm product need a lot of land for their raising. If this land were used to produce food for man, either directly by raising vegetables or indirectly by supporting cattle, the price of food would immediately become cheaper. And even then the farmer would be the gainer. For anything that produces economy in this world improves the standard of living and the wealth of everybody. Arkwright's invention, instead of throwing a few thousands of English weavers out of work, actually paved the way to a great industry employing millions of people who are far better paid than the workmen of Arkwright's time. And so it is with every economic advance."

WHY A DIVIDEND WAS PASSED

Coincident with the statement of last month showing the prosperity of a large motor-manufacturing company comes news of the passing of its quarterly dividend of 1¾ per cent. by the United States Motor Company, which represents a consolidation of several large and well-known producers. Benjamin Briscoe, the president

(*Continued on page* 496)

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Abbott-Detroit

THE Abbott-Detroit "44" Fore-door Demi-Tonneau is a car which you instinctively feel has the potential energy to do everything well.

¶ It is the athlete of the Abbott-Detroit family.

¶ It has the reserve strength, the speed, the hill-climbing ability, the elasticity under all conditions that vigorous, out-door people like and appreciate.

¶ It is a car that will carry you long distances quickly and safely without a murmur or perceptible effort.

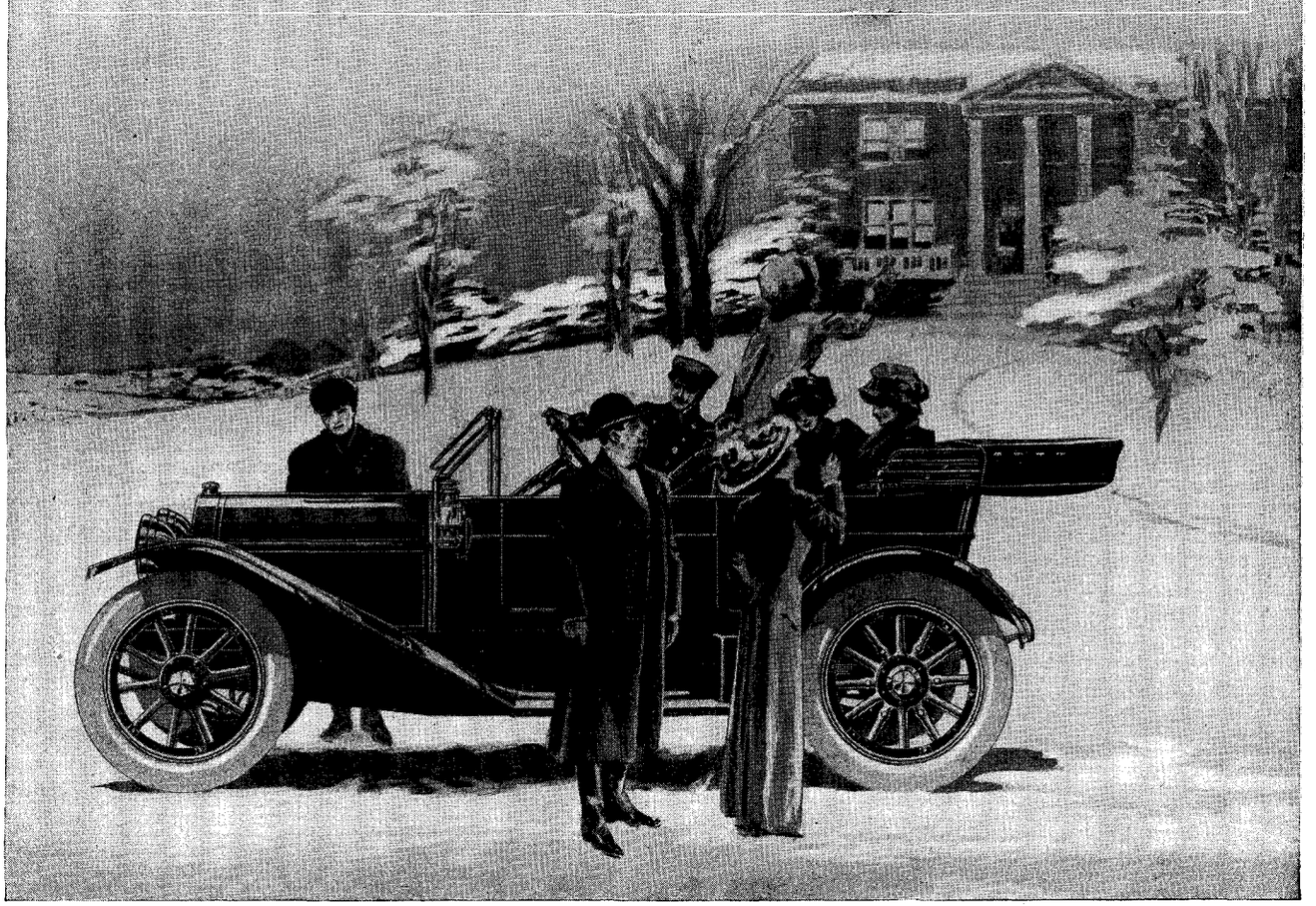
¶ Built upon the same chassis as the well-known Abbott-Detroit "44" Touring Car, it has a 4½-inch bore by 5½-inch stroke motor; 36 x 4-inch tires with demountable rims; dry plate clutch; full floating type rear axle, nickel steel construction with Timken roller bearings; all high duty forgings, double heat treated; cellular tube radiator; chrome nickel steel transmission; latest type ventilated fore-door body. Price $1775.

¶ Other models including roadster, touring cars, coupes and limousines $1275 to $3000.

Dynamo Equipment for electric lighting, $90.00 extra.
Hanna Self-starter, including gas tank, $50.00 extra.

ABBOTT MOTOR COMPANY

637 Waterloo Street Detroit, Michigan



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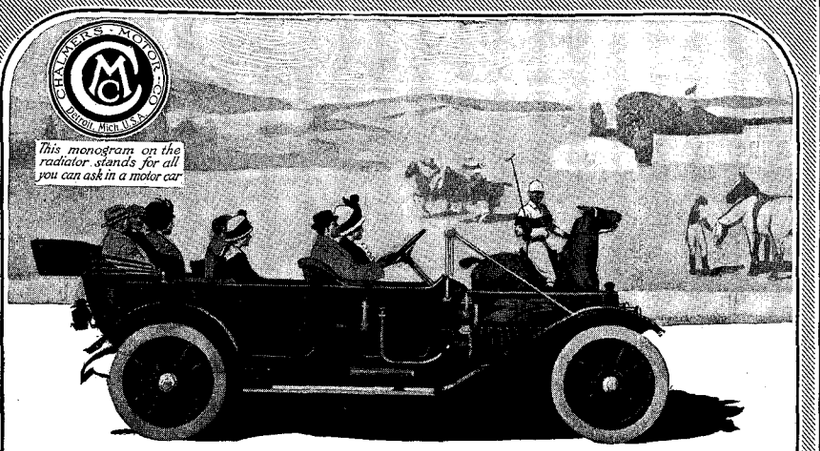

Chalmers "Six" $3250
—SELF-STARTING

Offers you at a Reasonable Price the Acme of Motor Car Luxury

Seven passenger Touring, four passenger Torpedo

54 horse power; Chalmers self-starter, air pressure type; 130 inch wheel base; 36" x 4½" tires; Continental demountable rims; ten inch upholstering; nickel steel axles and rear axle housing; extra large brakes; nickel steel frame side members; sheet aluminum bodies.

CHALMERS "Six" is a high powered, mechanically perfected, luxurious 7-passenger car at a price lower than the motor public has been accustomed to pay for the qualities this car possesses.

We do not offer the "Six" as being a fine car "at the price." We offer it simply as a *fine car—one of the finest motor cars ever produced.* It is fine regardless of price. It has the goodness of design, thoroughness of workmanship, luxury of lines and finish—the pure quality—to make it good value at *any* price.

We sincerely believe that the "Six" is a better motor car than many which sell for higher prices. Any manufacturer who makes this claim is sure to be asked: Why are you able to do it?

The answer is: We can do it because we have the factory, the organization and the "know how."

Large production cuts down overhead expense. Good design, modern machinery and up-to-date methods cut down manufacturing expense.

We know we can build a high grade, high powered car—using the same quality of material and workmanship—at a lower cost, than many of the builders who turn out only high priced cars.

So we invite the most careful comparison of our "Six" with other cars.

We hope you will investigate this car thoroughly before purchasing. See it at our dealers.

We feel confident that you will find in this new Chalmers "Six" all of the best features offered in the best cars; an aggregation of desirable qualities which cannot be bettered in any car, no matter what its price. Special "Six" booklet on request.

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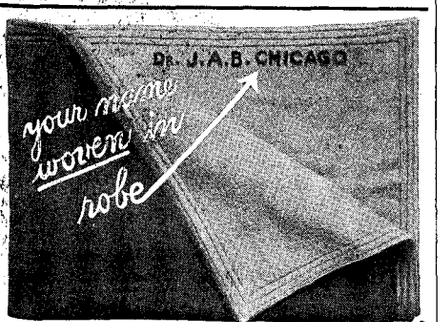

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Spring Model Direct from mill. Light weight—just **$12.50 prepaid** right for automobile, carriage or steamer in mild weather. *Your name, initials or initials and town woven in.* Can't be removed without destroying robe. Of dyed-in-the-wool extra long fibre Mohair. Same quality robe, without name, will cost you $20 elsewhere.

In fast, two-color combinations from any two of these: Black, Fawn, Auto Gray, Maroon, Olive Green, Dark Blue, Leather. Special sizes to order. Prices reasonable. Bound with felt: 54 x 72 inches. Money back if not satisfactory. Write for Booklet.

J. & E. DAWSON, Hancock & Somerset Streets, Philadelphia
Mfrs. of Textiles for 21 years. Agents wanted everywhere.

(*Continued from page* 494)

of this company, has issued to stockholders a statement of the circumstances in which it was thought best not to pay this quarterly dividend. Following are interesting points from the statement:

"For the first five months of the fiscal year your company and its manufacturing departments have made a substantial profit, and it is worthy of note that tho this period is conceded to be the leanest of the entire automobile season, the profits are greater than those made heretofore during any like period. The account payable for merchandise is almost $1,500,000 less than it was six months ago.

"The number of cars sold during the first five months of the fiscal year was 6,512, as against 4,483 cars sold during the corresponding period of the previous year. This is an increase of 45 per cent. This year the company has contracts with 1,503 dealers, as against 1,043 dealers which sold our goods last year. The number of cars contracted for by this year's dealers is by more than 25 per cent. in excess of the number contracted for in the previous year.

"The facts cited in the foregoing demonstrate that our business has improved and is in better shape than ever before. Notwithstanding this, your directors have deemed it best for the interests of all concerned not to declare a dividend payable at this time. Even under the most favorable circumstances this particular period of the automobile season lends itself least to the paying out of dividends, because at this time it is absolutely necessary to carry large inventories in order to be prepared for the heavy spring selling season. In consequence, every single resource of the company must be husbanded now so that the spring rush of business may find us fully in condition to profit by the advantages afforded by timely forethought and ample preparation. In view of the fact that dividends on the preferred stock of the company are cumulative, this action of your directors must be considered in the light of good judgment and as a sound business measure.

"It is an undeniable fact, however, that the growth of the business also increases its requirements for working capital and that for that reason it is the part of wisdom to conserve the company's cash; in other words, to keep the money in the business, instead of paying it out.

"The question whether it would be good policy or not to declare a preferred-stock dividend now has not been decided by the directors without taking into full consideration the interests of the stockholders. We have consulted a number of the largest stockholders who naturally are most vitally interested in the dividend policy of the company on the one hand, and in the conservation of the company's ready-cash working capital on the other. These stockholders, without exception, have advised that it would not be good policy at this time of the year to withdraw from the treasury of the company the sum of approximately $200,000 otherwise necessary for this mid-winter dividend. The seasonable nature of the automobile business is so pronounced that it always has been a serious question with your directors whether it would not be better to pay dividends annually, or at the most, semiannually.

"The company's working methods have been entirely reshaped. The reorganization has resulted in numerous savings which reach a total of $300,000 to $400,000 a year in expense account, as compared with the expenses necessary under the old methods of operation. The operating efficiency, on the other hand, has been greatly increased, and the conditions, in general, are better than they have ever been. The

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inventories are necessarily larger this year than they will be in subsequent years, because we require the materials to carry through a larger number of models than it will be necessary or advisable for us to produce hereafter."

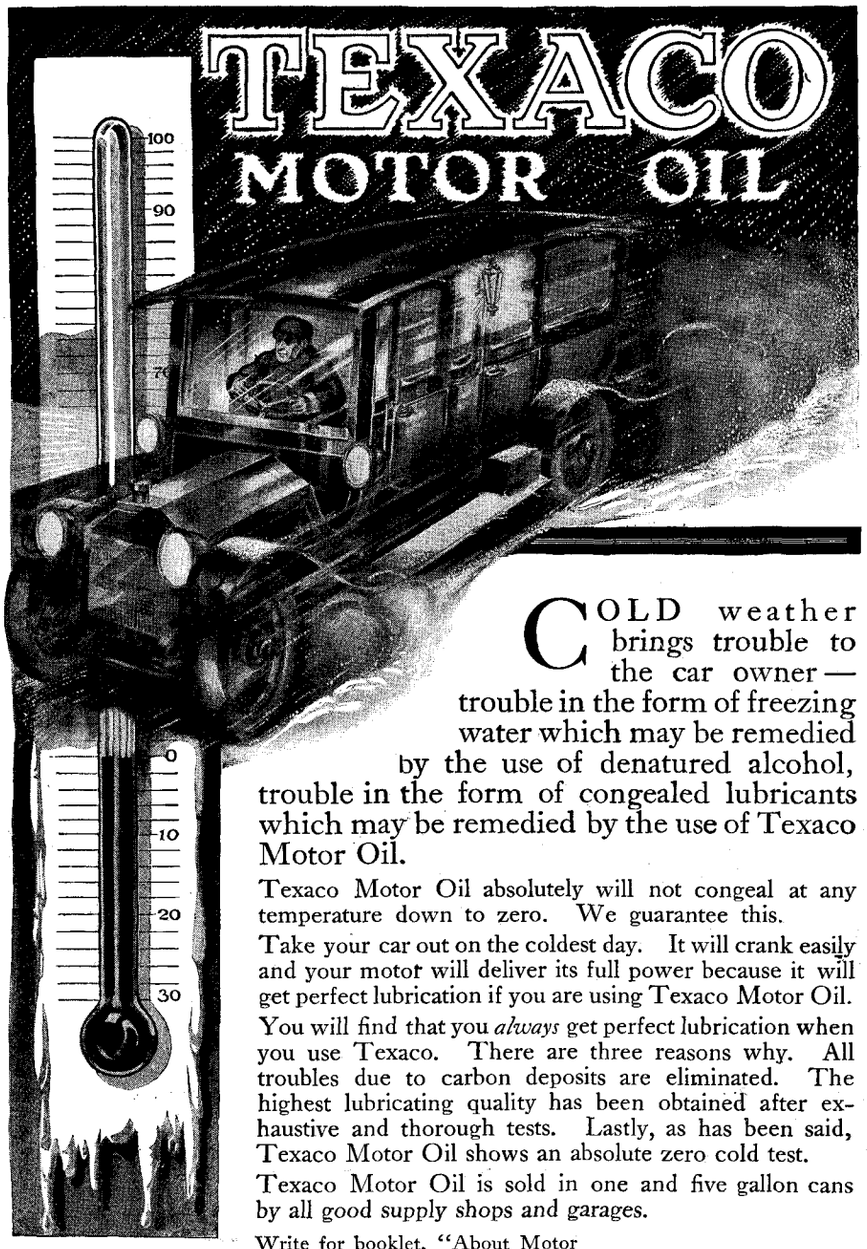
Accompanying this statement is the annual balance-sheet of the company, which shows assets of $40,050,288, with liabilities (in the same amount) which include for depreciation and doubtful accounts $1,447,000, and for net surplus $453,748; the liability for preferred and common stock being $23,684,483 and for bonds $6,000,000. Items among the assets are for land, buildings, and equipment, $9,275,126; for patents, contracts, trade-name, and good-will, $12,321,222; inventories, $7,847,073; accounts receivable, $2,992,477; bills receivable, $1,268,861; cash, $1,305,746; and subscriptions to six-per-cent. gold bonds due and received October 2, 1911, $2,433,723.

A HIGHWAY AS THE LINCOLN MEMORIAL

Motor interests still urge with force the building of a highway from Washington to Gettysburg instead of a Greek temple in Washington as a memorial to Lincoln. For the Greek temple the sum of $2,000,000 has been voted by Congress as the necessary expenditure. It is contended that for $3,000,000 the highway from Washington to Gettysburg could be built. The action of Congress in appropriating $2,000,000 for the memorial and appointing a commission to select a site and pass on architect's plans has given new energy to friends of the project for a highway instead of a Greek temple. Members of the Senate are said to have been particularly active this year on behalf of the highway. They would have it rival as a national and enduring work the famous road built by Appius Claudius three hundred years before Christ and still in use, being, as it long has been, the most famous of all European roads. *Motor Age* says of the proposed highway:

"From Washington to Gettysburg is 72 miles, and this proposed national memorial would be of substantially this length and have an approximate width of 200 feet. It has been suggested that this highway would have two roadways, each 50 feet wide and with a greensward 50 feet in width between them. One of the roadways would be for fast-moving vehicles, the other for slower-moving ones. Outside of these roadways would be double-track electric railways, and outside of these, if necessary, railroad lines for steam-trains. These suggestive thoughts on the roadway have been voiced from one side of the continent to another, and while the double roadway with the greensward is the aim to be achieved, the electric trolley is a possibility but it is questionable if the steam-roads are even a possibility.

"Agitation for Federal aid in road-building has been before America for several years. This has been particularly aggressive during the last two seasons, and in the recent good-roads conventions it has been a paramount issue. If Congress is to take up the Federal roads problem there is no better way or time to start it than in this Lincoln-memorial highway. It is specially appropriate in that Lincoln himself journeyed from the White House to Gettysburg over this route and when at Gettysburg delivered one of the most famous addresses ever made, and one which will live



COLD weather brings trouble to the car owner — trouble in the form of freezing water which may be remedied by the use of denatured alcohol, trouble in the form of congealed lubricants which may be remedied by the use of Texaco Motor Oil.

Texaco Motor Oil absolutely will not congeal at any temperature down to zero. We guarantee this.

Take your car out on the coldest day. It will crank easily and your motor will deliver its full power because it will get perfect lubrication if you are using Texaco Motor Oil.

You will find that you *always* get perfect lubrication when you use Texaco. There are three reasons why. All troubles due to carbon deposits are eliminated. The highest lubricating quality has been obtained after exhaustive and thorough tests. Lastly, as has been said, Texaco Motor Oil shows an absolute zero cold test.

Texaco Motor Oil is sold in one and five gallon cans by all good supply shops and garages.

Write for booklet, "About Motor Lubrication," that tells fully about proper lubrication. Address Dept. A, 4 Washington St., N. Y. City.

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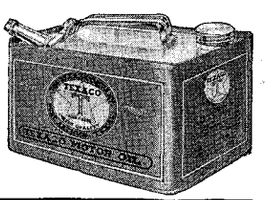

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Icy-Hot Bottles and Jars supply hot or cold drinks or food for travelers, motorists, campers, etc., just when wanted. Demountable, non-breakable and absolutely sanitary. None other just as good yet cost no more than the ordinary. Look for name ICY-HOT. At all dealers. Write for free booklet.

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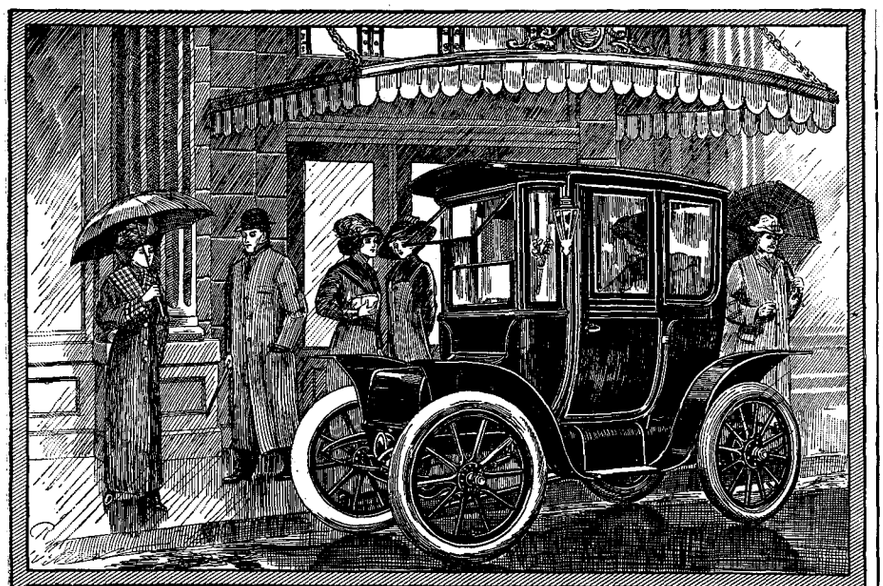

THE well-dressed woman who must go home from the theatre on the street cars, scarcely sees or enjoys the last act of the play. She sees instead only the disagreeable ordeal that is to come. To her the privacy of a car like the

COLUMBUS ELECTRIC

would mean more than you could ever guess—until you ask her about it. Our Model 1225, shown above, is typical of the various models we make. It will pay you to investigate.

Write for Catalogue 67-E.

THE COLUMBUS BUGGY COMPANY
567 Dublin Ave., Columbus, Ohio

so long as the American republic continues to exist, and then.

"One of the big reasons for the construction of this highway, in addition to its suitability as a memorial to Lincoln, is the rôle it would play as an incentive to good road-building in America. Nothing is needed more to-day than good roads, and while Congress has been giving aid to deep-waterway routes, irrigation, and many other matters, it has been entirely overlooking the great problem of Federal aid to roads. It is true many of the States have taken this question up in a bold way, and are making great progress, but it is also true that Congress should show its good intentions by helping, and there is no more suitable or permanent way in which this could be done than by voting in favor of the highway as against the Greek temple overlooking the Potomac."

FRENCH BUSES IN NEW YORK

A few weeks ago pedestrians on Fifth Avenue in New York discovered that a new type of motor-bus had been introduced. Elsewhere a cut of this car is shown. For several years New Yorkers had been familiar with "double-deckers" of the type which for six or more years have been used in London. These latter have been popular because of seats on the roof, which in all times of fair weather have been crowded with passengers. The new bus has no seats on the roof. It is of French manufacture, and identical with a car of which some 300 are now in operation on the streets of Paris. For an extended period this car has been found satisfactory in Paris. A writer in *Motor World* says of it:

"Tho its seating capacity is slightly less than is that of the older type, it has been demonstrated during the short time it has been in operation that the actual number of passengers carried is greater. This is explained, of course, by the fact that the inside seating capacity is greater, for there are few who care to brave the rigors of the winter climate unprotected on top of the old buses. It is expected that the new bus will show the same popularity during the summer months for the reason that when "opened out" there is considerably less between the passengers and the outer atmosphere than there is in the older buses, whose inside seats never have been crowded after the chill has disappeared from the air.

"The passenger capacity of the new bus, not counting the driver and the conductor, is 31 persons. Of these, 24 are accommodated inside, two on a seat, in two rows, facing forward, with an aisle 16 inches in width between them. The remaining seven are carried on the rear platform, and it is a tribute to the smoothness of action of the vehicle that six are permitted to stand; a small folding seat serves for the seventh. The wheelbase of the bus is 13 feet 9½ inches, and the length of the body is 18 feet 8 inches, the over-all length of the whole being 24 feet. The width of the body, which is extreme, is 80 inches, and

The Standard Dictionary is needed in every American home where education and culture are truly esteemed.

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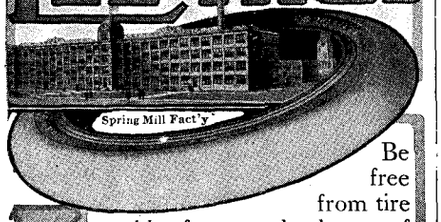

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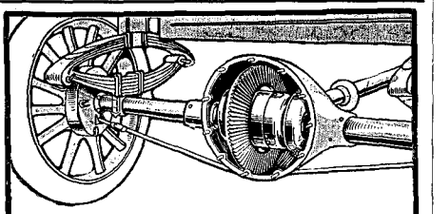

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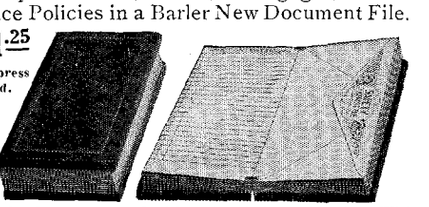

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necessitates the addition of special platforms riveted to each side of the chassis frame. The weight of the vehicle complete, with passengers, is approximately 15,000 pounds.

"The chassis itself is of extra-heavy channel section steel, to permit of the maximum degree of elasticity without danger of permanent set, and mounts the familiar De Dion four-cylinder motor. The cylinders measure 4¼ x 6 inches, bore and stroke, respectively, and the rated horse-power at 1,000 revolutions a minute is 35. Thermo-siphonic action is relied upon for cooling, and not the least of the distinctive features of the new bus is the radiator which is used. It is styled a "centrifugal" radiator by its manufacturers, the designation serving to indicate that the draft is forced through the tubes laterally by means of a centrifugal fan. The tubes themselves are arranged by means of a centrifugal fan in two semi-circular batteries connected at their ends by means of keystone-shaped collector boxes, or headers. The delivery to the radiator is at the top, into the top header, and there is included by way of reserve a small tank over the header. The tube assembly is enclosed in a metal case, which also serves to attach the radiator to the chassis frame. A three-pronged outside "spider" serves to protect the radiator and also to help support the fan, which is arranged in the center, concentrically with the tubes. One of the noteworthy features of the arrangement is that, owing to the absence of a draft through the radiator from front to back, dust and dirt are not drawn in to be distributed over the engine. Ignition is by Bosch high-tension magneto.

"In attacking the carburation problem, the manufacturers have produced a carbureter which may be used for either benzol or gasoline with equal efficiency. Tho this feature is not of prime importance in New York, where gasoline is used exclusively, in Paris there is a considerable difference in the price of the two fuels, and benzol is used by preference, because it is cheaper."

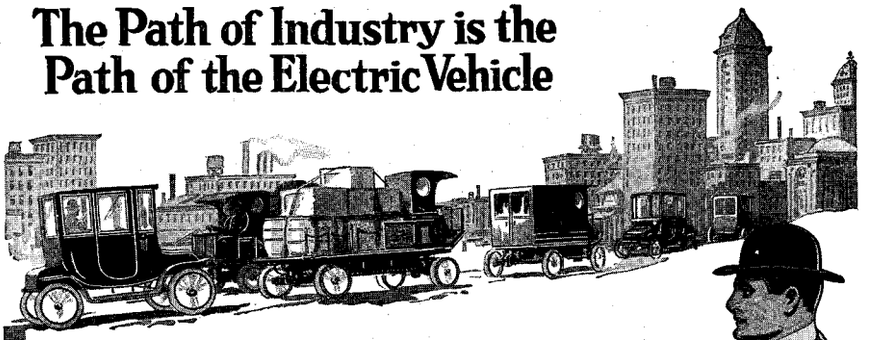
MOTOR FIRE-ENGINES

A special article in *The Motor World* deals with the methods that have been adopted in New York to modernize the city's horse-drawn fire-apparatus by applying motors to existing apparatus and thus avoiding the sending of serviceable and valuable engines and ladders to the scrap-heap. The writer says of work already under way:

"The water-towers are being taken care of by being coupled up to gas-electric tractors, one of which is in service, a second in process of installation, and others under consideration; ladder equipment can be mounted on motor-chassis, when it is not desired to replace it with more modern aerial apparatus; but the fire-engines, of which there are 200 in New York, costing on an average $6,000 each, can not be carelessly swept into the discard, and are not easily salable, except in occasional instances, for New York is by no means the only spot on the map where fire-fighting apparatus is being motorized. So there is the problem of how to motorize the fire-engine fleet and yet keep the present engines in service until they are worn out or otherwise unfitted for further work.

"The idea of Commissioner Johnson, head of the New York fire department, is to convert the steamers into motor-propelled machines, retaining the steam-pumping mechanism unchanged, and using motors only for propulsion. In the mean time gasoline apparatus, in which the same motor serves both to propel the vehicle and to drive the pumps, can be tried out and a fund of information accumulated at leisure.

The Path of Industry is the Path of the Electric Vehicle



THE rapidly increasing importance of the "Electric" as a factor in business and social life, is to be observed every day. Its remarkable ease in control, its flexibility, cleanliness, great power and unfailing efficiency, make it the ideal car in cities and suburbs—either for heavy hauling, delivery work or the lighter, yet no less arduous demands of pleasure.

One of the Chief Reasons for This Reliability of "Electrics" is

The "Ironclad-Exide" Battery

The "Ironclad-Exide" Battery will run an electric car *more miles* with *less expense* and *less attention* than any other battery ever made. It gives good service in either cold weather or hot; does not quit on hills or in starting heavy loads; can be kept in good order with minimum attention and can be recharged at a reasonable cost.

The "Ironclad-Exide" gives two to three times the life, seldom if ever requires cleaning, lessens the cost of operation, and affords increased mileage.

The "Ironclad-Exide" Battery or the famous "Exide" or "Hycap-Exide" Battery is used by all the following electric vehicle makers. These batteries have been their standard for periods ranging up to eight years.

Argo Electric Vehicle Co.
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Borland-Grannis Co.
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Dayton Electric Car Co.
General Vehicle Co.
Grinnell Electric Car Co.
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Kentucky Wagon Mfg. Co.
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Rauch & Lang Carriage Co.
Studebaker Automobile Co.
Standard Electric Car Co.
The Waverly Co.
Walker Vehicle Co.
Ward Motor Vehicle Co.
Woods Motor Vehicle Co.

"Ironclad-Exide" plates fit any jars of standard size. Insist on the "Ironclad-Exide" Battery when ordering a new "Electric" or when renewing your present vehicle battery. It is an assurance of sturdy dependability.

The "Ironclad-Exide" guarantee is plain and straight-forward.

Write for the "Ironclad-Exide" Book

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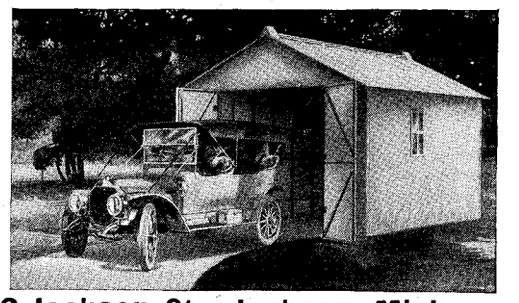

The Ruby Mfg. Co., 202 Jackson St., Jackson, Mich.

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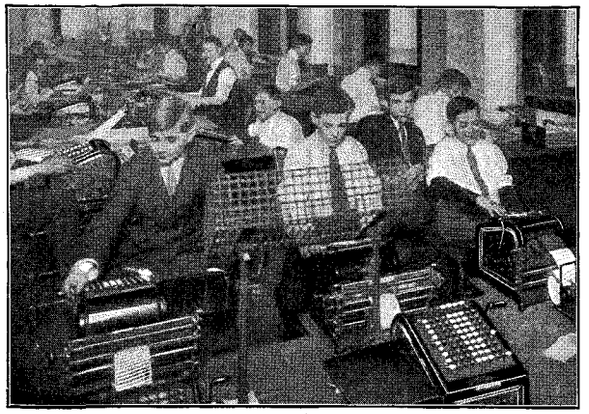

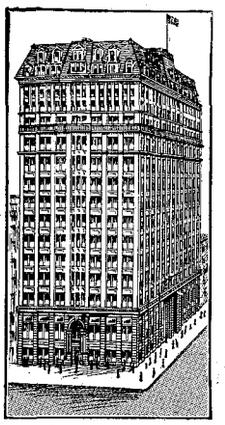

What These Burroughs Machines *Do*

is what caused the National Bank of Commerce in St. Louis to use only Burroughs machines for 18 years. That is why they have gradually built up their equipment from one machine in 1894 to 81 machines today.

"It has always been the policy of this bank to try every time-saving machine put on the market," says Mr. H. C. Burnett, Assistant Cashier, in charge of equipment. "Notwithstanding that, we now own 81 Burroughs and *no adding machines of any other make.*"

The $18,000,000 concern has standardized on Burroughs machines because they give the best *service*, the *highest efficiency* per dollar expended.

They don't buy *machines*, but what the machines *do.*

Burroughs Service means something tangible—Inventions Service, which, as Mr. Burnett says, "spares no pains or expense to give the user what he wants."

Systems Service, which helps you to make the *most profitable application* of the machine to your bookkeeping or cost work.

Inspection Service, which takes care of you, no matter where you are or how small your investment in a machine may be.

The Burroughs Line is composed of machines for handling every kind of figures. You can standardize your equipment in every department.

Let us show you how, without expense or obligation on your part. Also ask for our service book, "$300,000 a Year."

TO do every reasonable thing that will make every Burroughs User a Booster—that is the end and motive of Burroughs Service

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Makers of adding and listing machines, listing and non-listing calculating machines—86 different models in 492 combinations of features—$150 to $950, easy paymints if desired

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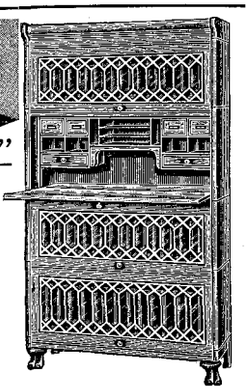

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"With this plan in view, considerable work already has been done looking toward the use of the present steamers plus propelling motors. The first experiment tried consisted in coupling up an engine to a couple-gear tractor, and the experiment was a decided success, tho it was of short duration, being carried out with the aid of a tractor borrowed from a coal-dealer. A steamer was converted later by extending the frame forward and mounting on it a gasoline motor of 110 horse-power driving through a complex system of gears and chains to the rear wheels, to which sprockets were bolted. While this machine was capable of great speed—far more than it was possible to utilize under any working conditions—it apparently was not sufficiently substantial for the power installed. The upshot of the difficulty of propelling steamers by driving the rear wheels has led to the very serious consideration of front-wheel drive systems for this work, and two steamers were set aside for experimental purposes, one being turned over to Walter Christie Company. The Christie machine, which has just been put in service, is of the straight gasoline type, and the conversion was worked out in a manner that left little to be desired, from the point of view of appearance, while, as far as preliminary tests show, the actual operation of the outfit is very satisfactory indeed.

"In making the Christie conversion the first step was to lengthen the frame forward to provide the necessary room for the motor and its accessories. The motor, of the T-head type, was installed a little back of the front end of the frame, leaving room at the front for the gear-box and clutch, which thus occupy a very unusual position. The gear-set is of the sliding type, giving three speeds forward and the usual single reverse. From the right-hand side of the gear-box a shaft projects, which corresponds to the 'tail-shaft' or final drive shaft of the more conventionally placed gear. On this shaft is mounted a sprocket from which power is transmitted backward by means of a very heavy chain to a countershaft directly over the front axle. The construction of this countershaft and the manner in which it operates are peculiar. As it corresponds to the jackshaft of a chain-driven car of the conventional design, it carries the necessary differential gear. Directly over the steering pivots of the wheels, and exactly in line with their axes, are two universal joints.

"The driver's seat on this very unusual machine is placed at the right side of the motor-hood, the placing of the radiator in the rear making a small hood possible, leaving plenty of room for a small footboard; there is room only for the driver on the seat, tho a second man may stand on the opposite side of the motor. The steering-wheel, carried on a vertical column, is of very large diameter, and the inside of the rim is notched to give the fingers a secure grip. The machine steers very easily, even when under full power.

"The motor is 'cranked' by means of a Disco starter, which has performed its functions satisfactorily during the trial period. This is a matter of some importance, as the motor is rated at 80 horse-power, and an engine of this size is not as easy or as quick to start as a runabout engine."

STANDARDIZING TRUCKS

Nothing better illustrates the growth of the motor-truck industry than the efforts that have been already put forth by the Society of Automobile Engineers to standardize truck models. This society a month ago seriously took up the subject and appointed a special committee to weigh and consider it. According to *Motor World* the preliminary discussion pertained mostly

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to the exact manner in which the problem should be taken up, the decision arrived at being that the Society should first attempt to standardize sizes and capacities of trucks from the point of view of the purchaser. After something in that direction has been accomplished, it was the opinion that the Society should aim to induce manufacturers to standardize designs. Other points which came into the discussion were the following:

"An effort was made to determine the specification of normal load and overload of trucks of from one to five tons' capacity, and it was decided by vote that each truck should be capable of rendering normal or continuous service under its tonnage rating and have an overload capacity for temporary or emergency service of 25 per cent. of its normal tonnage capacity. By a similar vote a schedule of desirable speeds was obtained, tho this and the other matter are merely tentative and are to enable the committee to make a start. The speeds which were recommended are as follows, tho it is likely that at subsequent meetings the table may be revised; one-ton trucks, 15 miles; two-ton trucks, 12 miles; three-ton trucks, 10 miles; four-ton trucks, 9 miles; five-ton trucks, 8 miles.

"Considerable discussion took place as to what should be the determining factors for capacity, and it was agreed that the committee would take under consideration in this connection horse-power exprest in speed and dimensions of the motor, as well as in drawbar pull of the truck in completed condition. The outer determining factors which will be considered are: springs—length, number of leaves, width, and thickness; frame, in so far as the general dimensions are concerned; brake surface, exprest either in superficial dimensions or in effect; size of gear-teeth and pitch; size of sprockets and chains; tread; spring-center dimensions; proportion of load on front and rear axles.

"It is to be expected, of course, that the committee will rely to a considerable extent on the cooperation of manufacturers, and to this end it was voted that manufacturers be invited to submit specifications of standard models as well as their recommendations of what the critical specifications of essential elements should be."

THE ILLS THAT COME TO TIRES

Darwin S. Heath, in *Motor Age*, discusses the question, Does it pay to retread tires? Among motorists he has found much discussion of this problem. Many "declare from bitter experience that it is anything but an economical proposition to have casings fitted with new treads after the old had been worn off." Mr. Heath contends that retreading can be made profitable if undertaken in time and in the right way. He says:

"The chief trouble with tires that are sent in to be retreaded or treated is that the owner usually waits till tire-inspection becomes a post-mortem examination rather than a clinic. No more can be done for a tire after its heart, the fabric, is gone than can be accomplished toward saving a man whose heart has stopt beating. And there is no pulmotor to resuscitate defunct tires. If a pump had been used to give them more air while their organs were in operation there would be a greater number of them still on the roads.

"Tire-makers are unanimous in saying that the question of the economy of retreading tires depends upon two things, and on these two things alone. If the fabric of the tire is uninjured and has not

Why This Is the Safe Electric

Note the picture to the right.

In driving a Rauch & Lang Electric all that you have to do is as follows:

To start, push that lever forward. The farther you push it the faster you go—up to 18 or 20 miles an hour.

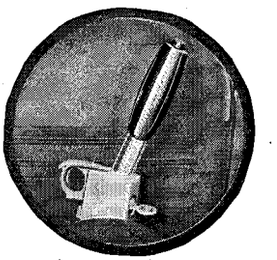
To stop, pull the lever back. That shuts off the power, retards the car and then applies a powerful brake. The car stops immediately. All this is done in the one operation of pulling the lever back.

All the power can be shut off instantly with this lever in any position by simply dropping the hand on the metal ring directly below. A giant-strong foot-brake may be brought into play at the same moment. The car, again, stops at once. It can't start again until this lever is brought to the neutral position.

Either way to stop is unfailing and remarkably quick. And any woman or child is strong enough to lock the wheels with these brakes.

Both foot and hand brake may be used together, but either alone is sufficient.

The natural impulse in emergencies is to "pull back." So you stop this car almost on the impulse—almost without knowing it. It's the safest vehicle ever devised. And there's no other car controlled like it.



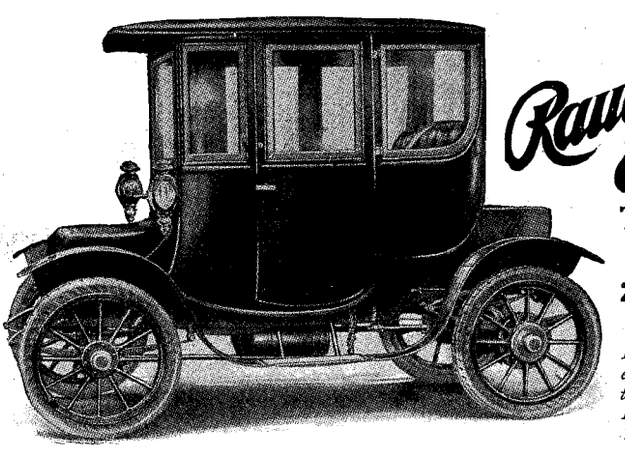
The control handle locks with a Yale key.

The car is not only theft-proof, but fool-proof and accident-proof—all on account of this lever.

Anyone who wants a safe car must judge the safety of others by the Rauch & Lang standard.

There will probably never be a simpler way to operate a conveyance.

The Rauch & Lang catalog goes into detail. Any Rauch & Lang agent will gladly demonstrate.



Rauch & Lang Electrics

The Rauch & Lang Carriage Co.

2320 W. 25th St. Cleveland Sixth City

Exide Batteries standard equipment. Special Electric Pneumatic or Motz High-Efficiency Cushion Tires optional. (123)

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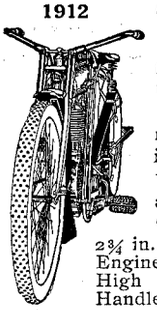

THE YALE'S advanced and distinctive features for the new year furnish the basis for your judgment of a **real** 1912 motorcycle.

YALE construction shows more drop forgings than are in any other motorcycle.

You will find only in the YALE all of these new and vital marks of a 1912 motorcycle:

2¾ in. Studded Tires, Eclipse Free Engine Clutch, Eccentric Yoke, Full High Forksides, Triple Anchored Handlebars, and Muffler Cut-Out.

Ask for detailed information about the four YALE 1912 models, ranging from 4 H. P. to 7 H. P. YALE Twin.

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PROFESSIONAL men, business men, artisans—men in all walks of life are using and recommending the AutoStrop Safety Razor.

Even eminent barbers are recommending it to such of their customers as wish to shave themselves at times. Eight of these barbers are:

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The AutoStrop Razor consists of one silver-plated self-stropping razor, 12 blades and horsehide strop in handsome leather case; price $5 in both Canada and the United States. Traveling sets $6.50 up. Factories in both countries, also in England, France, Germany, etc. Send for catalog. Get an AutoStrop Razor on trial. You'll find that one blade gives 50 to 300 shaves.

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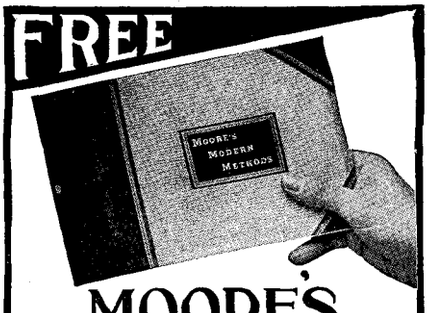

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ARCADIA
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Its aromatic delicacy will surprise you. It is the most perfect blend of tobacco you ever put in your pipe—the highest class—it stands all by itself, the KING of mixtures.

A tobacco that your women folks will like to have you smoke at home. You may never have known the luxury of a pipe smoke before.

SEND 10 CENTS and we will send a sample.
THE SURBRUG CO., 204 Broadway, New York

been weakened by underinflation or water, then a new tread on the old carcass will add enough mileage to the life of the tire to make it worth while. This presupposes that the new tread is put on by a repair-man who knows his business.

"Tire-makers maintain retreading plants at most of their branches as well as at the factories, and must in the very nature of things maintain a better equipment and better-trained men for the purpose than can be found in the smaller repair shops. They absolutely refuse to accept tires for retreading which in their judgment will not stand up long enough to pay for the operation. By such discrimination, the tire-makers often are suspected of turning down good tires in order to sell new ones, but as a general proposition the per cent. of profit is the same on retreading as on the sale, so there would be little advantage in pursuing such a course."

Mr. Heath adds that whether or not it be proven that retreading is good economy, "there is little question that it pays to keep tires in good condition." If any one talks with an expert tire-man about his tire troubles the first advice he is likely to receive is, "Do you keep your tires well pumped up?" Mr. Heath echoes this sentiment in asserting that tire-inflation is "the key-note of tire service." Experts can never be deceived as to how the tire has been run. They "can read the history of the tire from its appearance more easily than the physiognomist can tell a man's life-history from his face." He reports as follows a typical conversation:

"'See here,' says the tire-man, laying his hand on one casing among the dozens on hangers along one wall of the branch's service department. 'See this casing? Well, the man that brought this in swore that it had only 1,000 miles of service and that it was always pumped up to 85 pounds. Now, altho we did not tell him so, we knew he was lying. Why, you can see for yourself. That tread has worn so that the outer edges are rounded; the outside has been on the road as much, nearly, as the middle of the tread. If the tire had been pumped up enough, that worn band would have been less than 2 inches wide, and the outer edges of these knobs would have been sharp. He couldn't have worn the casing away that much in 1,000 miles anyway, not even on stone roads. See this scoring all the way around where the rim strikes? Rim cut—tires too flat.

"'This ditch on one side here means that he has been running in the car-tracks. Notice this little cut here on the tread? Now, then, I'll open it up so that you can see the inside. The fabric is broken clear through, but you can't see much damage on the outside. That was nothing but a stone-bruise that chipped a very small chunk out of the tread, but at the same time broke or weakened some of the fibers in the fabric. The owner paid no attention to it—kept on running, probably half-flat, till the constant flexion of the unprotected fabric caused the neighboring strands of the fabric to break, till finally it ripped clear across here with a bang, and the owner cussed us for selling him a bum tire. The wonder is that it did not blow out before.

"'See how the tread has separated from the fabric? Water! All he needed to do was to clean out the cut with gasoline, fill it up with this dough for a temporary repair, and put in a sleeve or boot till he could bring the casing to us. We would have vulcanized the tread and, while doing so, would have found the weak spot in the carcass and fixt that. Then it would have been as good as ever. As it is, he has lost a tire and we have possibly lost a customer.'"

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CURRENT POETRY

THIS is a good time and place to spread an announcement by Mitchell Kennerly of a gift of $1,000 which is to be distributed in cash prizes for poetry.

The above-mentioned New York publisher proposes to issue an annual volume, beginning with January, 1913, called "The Lyric Year," for the encouragement of American poetry.

The anthology is to consist of one hundred poems by one hundred American authors.

Contributions not exceeding three hundred lines in length are invited—forms to close June 1—and any number of manuscripts may be submitted by a single author.

If you are a veteran contributor you will, of course, inclose a stamped, addrest envelop!

The sum of $1,000, donated by a lover of poetry who wishes to remain anonymous, will be paid, in a first prize of $500 and two second prizes of $250 each, to the authors of the three poems chosen by the judges as worthiest and best.

Here is a chance for the younger choir—and the older.

The blank-verse poem that we quote below from *The Westminster Gazette*, deals with Julian "the apostate," and Christ the gentle, compassionate, terrible iconoclast.

There is a dignity and authority in this verse, a harmony and beauty that bring to mind the days not long ago, when Stephen Phillips was heralded ecstatically as a figure that would soon dominate English poetry. But Mr. Phillips has never fulfilled his early promise.

The Passing of Julian

BY STEPHEN PHILLIPS

[*The Emperor Julian "the Apostate," dying on the battlefield, exclaimed "Vicisti, O Galilæe." He fought the last fight of dying paganism against the Cross.*]

The spear hath gone too deep; uplift me, friends,
That my last look upon the earth be clear.
I leave you on a disenchanted world,
Whence I am not unwilling to depart.
I would not tarry amid groves awaked
From the old mystery, and awe of leaves,
And sudden lights of beautiful faces,
Startled in holy greenness, or from forms
Naked from pools disturbed that dripping flee,
A grave and gentle spirit, powerful,
Hath brought in on us gray reality;
Making that beauty like a moon at dawn.
And the voice hath passed from the waves, the lamentation,
The human music from the Ægean thrown
Ah, stricken are the horses of the Sun,
Faded is all the glory of Aurora;
Thunder *is* but a noise; that *was* a voice.
Do ye not hear them still, the older gods,
Not all withdrawn, tho sadly all withdrawing,
With melancholy soft departing voices?
O dispossessed, discrowned, deposed, dispersed!
And yet no lord of thunder or of flame,
Making this earth a second Semele,
Hath done this thing. A figure whist and still,
With woman-touch for all these troubled brows,
And healing whispers for humanity,
Wandering, but for a few followers,
Alone, and with no legions from the West;
Hath changed the ancient order of the world.
And yet I feel, even to the very bones,
This newer glory given to the world;
This sighing splendor and this ray of tears,
The upward laboring and the thorny path,
Ending—who knows?—in far invisible peace.
I can appraise, tho with an alien will,
The sweat of blood, the thirst upon the tree,

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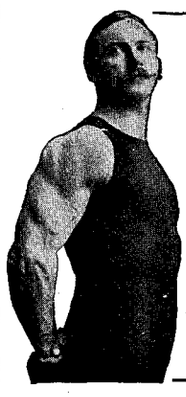

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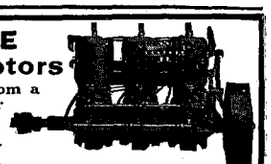

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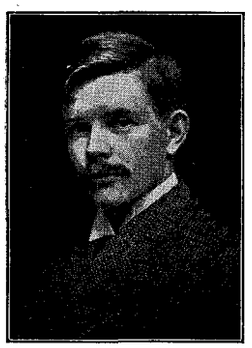

"The bellows" of your body—the lungs—take short puffs perhaps. Or the "engine"—the heart—is irregular. Or something is the matter with the "conduits"—you know not where. And so on.

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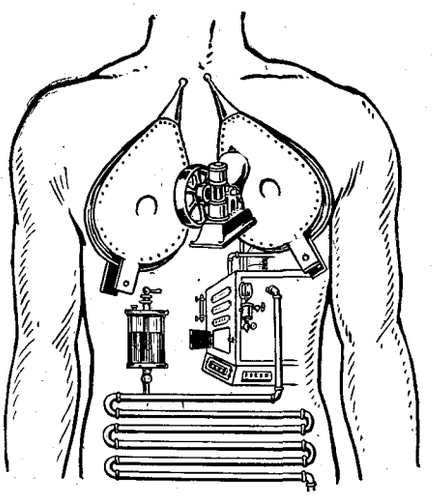

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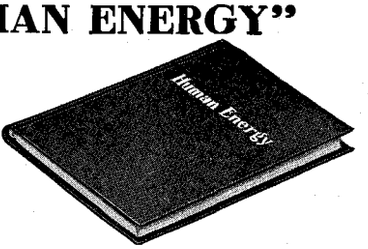

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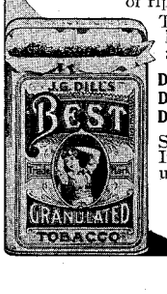

The death that called the dead out of their graves
To wander, not unrecognized, the streets.
I acquiesce, I bow down, and I pass.
O Thou hast conquered, Galilean! I
Have fought my last against thee and I yield.
But ah, my frighted woods, and emptied groves,
Unhaunted meres, and thou great ocean dumb.
Lo friends, one leans above me as I die,
The tender aspect of my Conqueror.

We all remember what the old copy-book taught us about truth that was crusht to earth. Perhaps there are some who have never read Coventry Patmore's version of this theme. He called it "Magna Est Veritas":

Here in this little bay,
Full of tumultuous life and great repose,
Where, twice a day,
The purposeless, glad ocean comes and goes,
Under high cliffs, and far from the huge town,
I sit me down.
For want of me the world's course will not fail,
When all its work is done, the lie shall rot:
The truth is great, and shall prevail
When none cares whether it prevail or not.

In the current *Harper's* we find this same proverb stated in the terms of another poem—this time by Edith M. Thomas. The fourth line profanely suggests that truth can "come back."

The White Magician

By Edith M. Thomas

They put a price upon my head,
  They set their hounds upon my track;
From land to land my blood was shed,
  I died the death—yet I came back.

Me in my grave on high they spurned—
  Upon a gibbet-hill how drear!
Or else my bruised flesh they burned
  And flung the ash-motes far and near.

In flowers that crowned the gibbet-hill,
  In plains green-fostered from my dust,
I troubled them with Beauty till
  I rose again—as rise I must.

I rose again, the Truth to show—
  To set them free, both them and theirs. . . .
Not yet! they would not have it so.
  My death for me new birth prepares.

They hunt me still from life to life.
  But, underborne, and in my grave,
Around the world wakes lofty strife,
  And winds and tides about me rave!

"Who killed our White Magician—who?"
  One cries to other, shunning blame.
"He came to sift us through and through,
  To try our gold by crucial flame!"

I hear them. (In my grave I hear,
  Or blown in ash-motes far and wide.)
They know me not, when I appear—
  They only know, when I have died!

When me, as Truth, they think they kill,
  I wait for them—I will not fail;
I trouble them with Beauty still . . .
  For my White Magic must prevail.

A brief "requies" sincerely done and printed in *Harper's Weekly.*

Requies

By William Macdonald

I know not where you are to-night,
  Nor how these hours are sped;
If now you take and give delight
  Or bear a weary head.

Nay, there is joy when victory's won,
  When trouble's ended, rest.
So should you hold your task well done,
  All Heaven within your breast.

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And almost I could wish you glad
To have slain my love so well;
Yet fear the silence makes you sad
And you will never tell—

Yet fear some memory may remain,
Even as there bides in me
An aftersense of outworn pain,
The ebb of misery.

I only know the night blows chill
Beneath the stars serene;
And you and my soul are living still
And the wide, dark world between!

This poem in *Everybody's* about the Chicago River proves that the alembic of the poet's imagination can distil beauty from the ugliest subject.

The Chicago

By Charlton Lawrence Edholm

They have bound me with bridges,
With tunnels burrowed under me!
Incessant, unresting,
All day and all night
Traffic roars over me,
And my uplook to the blessed sky
Is barred with girders, cables, stacks.
My banks, with docks close hedged,
Inexorably
Hem me in.
Vacantly,
Through smoke and floating smudge,
The Sun looks down upon me
Like the bleared eye of an old, old man,
No outcast of the gutters
Slinks by more soiled than I,
Polluted within and without!
But on my shackled breast I bear
Corn and iron, lumber and coal.
The little children of India eat of my wheat;
My lumber shelters the stricken of Messina;
Ten million wheels are set a-whirl with my coal;
The iron that burdens me forms a ready tool,
Fit for the hand of man.

What singer can sing of me one low-keyed song?
The Hudson, the Rhine, the Danube, the Nile,
All these, all these have their poets,
As beautiful women their lovers.
Fringed with vineyards and stately gardens,
Castles and temples are their jewels,
And song is theirs by right!

But I?
Soiled am I and brackish
As sweat on the brow of a workman!
But the broad ships that weight my breast
Are like iron medals with these words wrought:
"For Service."
Therein alone is my glory:
I serve; I serve.

Will Carleton sends a valentine to Heaven—one of the James Whitcomb Riley kind.

It may seem captious and caviling to suggest that "infer" (in the second stanza) doesn't belong to the aristocracy of words and that the use of "glee" and "bask" is slightly too evident a concession to the rime.

The poem is from the columns of *Harper's Weekly*.

A Valentine to Heaven

By Will Carleton

I know not how these lines to send,
Dear soul that took the starward flight—
And yet our Past a hope doth lend
That thou canst read me as I write.
And if not so, thou yet wilt know
These whispers that are thine and mine:
For God hath ways to make it so—
And thou shalt be my valentine.

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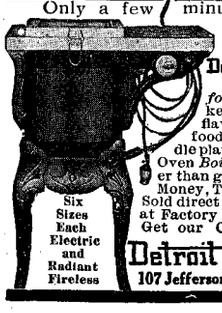

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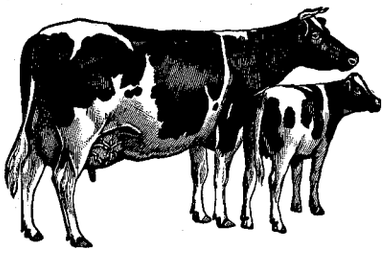

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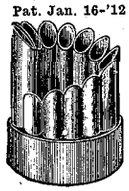

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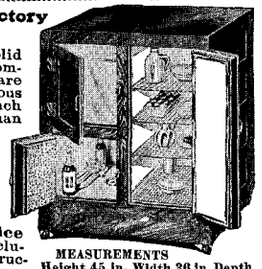

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But if by some good messenger
This word must seek thy cherished name,
Thy heart, I hope, will yet infer
Wherefrom the earthly message came:
Some little ways of thought or phrase—
Some hidden thrill 'twixt line and line,
That we two knew in olden days—
Will tell who wrote the valentine.

Sweet one, they cannot make me fear
That stately Heaven can check thy glee,
Or bar me from the comrade cheer
That made the earth like Heaven to me!
For e'en amid thy toil to rid
Of pain and sin our suff'ring race,
Oft came the merry laugh unbid,
That never lost its girlhood grace.

So while the silver jest goes round,
And while the air gives gold of mirth,
I feel thy heart may yet be found,
Among the merriments of earth:
Heaven were a task, could I not bask
Within that merry glance of thine:
And so, 'mid smiles and tears, I ask
Thee, Dear, to be my valentine!

It is hard to tell whether one experiences more of pain or pleasure from the poems that stir up memories of "the days that are no more."

We take this first hint of spring "In Lilac Time" from *The Delineator*. We have Charles Hanson Towne to thank, no doubt, for the good poetry that is now appearing in that magazine.

In Lilac Time

BY MADISON CAWEIN

Through orchards of old apple-trees
That Spring makes musical with bees;
By garden ways of vines and flowers,
Where twittering sweet, the bird-box towers
And swallows sun their plumes—
The path leads winding to the gate,
Hung with its rusty chain and weight,
That opens on a lilac-walk,
Where dreams of love and memories talk,
Born of the dim perfumes.

The old house stands with porches wide
And locust-trees on either side;
Its windows, kindly as the eyes
Of friendship, smiling at the skies,
Each side its open door.
Beside its steps May-lilies lift
Bell'd sprays of snow in drift on drift,
And in the door, a lily too,
Again she stands—the one he knew
In days that are no more.

Again he meets her, brown of hair,
Among the clustered lilacs there.
The sun is set; the blue dusk falls;
A nesting bird another calls;
A star leaps in the sky:
Again he breathes the lilac scent
And rose; again her head is bent;
And oh! again, beside the gate,
To see the round moon rise they wait,
Before they kiss good-by.

Long years have passed: the times, since then,
Have changed—and customs too, and men;
But she has never changed to him,
Nor has that house, so old and dim,
Where once they said good-by.
That place, which Spring keeps ever fair
Through memories of her face and hair—
Unchanged, like some immortal rime,
Where evermore 'tis lilac time,
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In considering the investment of funds, this element of absolute definiteness should not be overlooked.

If you are contemplating an investment, we will be pleased to suggest a list of well secured bonds which produce fixed incomes of from 4% to 6%.

Guaranty Trust Company of New York
28 Nassau Street

Fifth Avenue Branch, 5th Ave. & 43d St. — London Office, 33 Lombard St., E. C.

Capital and Surplus - - $23,000,000
Deposits - - - - - 156,000,000

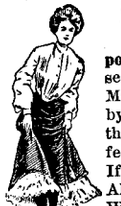
A QUARTER CENTURY BEFORE THE PUBLIC

Over Five Million Free Samples Given Away Each Year.

The Constant and Increasing Sales From Samples Proves the Genuine Merit of

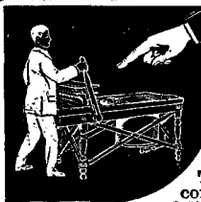
ALLEN'S FOOT-EASE.

Shake Into Your Shoes



"In a pinch, use Allen's Foot-Ease."

Allen's Foot-Ease, **the antiseptic powder for the feet.** Are you a trifle sensitive about the size of your shoes? Many people wear shoes a size smaller by shaking Allen's Foot-Ease into them. Just the thing for Aching, hot feet and for Breaking in New Shoes. If you have tired, swollen, tender feet, Allen's Foot-Ease gives instant relief. We have over 30,000 testimonials. **TRY IT TO-DAY.** Sold everywhere, 25c. **Do not accept any substitute.** **FREE TRIAL PACKAGE** sent by mail. **ALLEN S. OLMSTED, LE ROY, N. Y.**



THIS MACHINE MAKES MEN MONEY

It enabled me to build a big confectionery business in my home town. This machine makes Popcorn Crispettes, a new—delicious—delightful confection. I earned my money making and selling Crispettes. If you will write me today I'll tell you how I did it and tell you how to start. If you follow instructions you should make more money this winter and next summer than you ever dreamed of

Every Time You Take in a Nickle You Make Almost Four Cents Profit

Somewhere in your town is a small store—a half-store—a store window—or a nook where you can set up your machine and make money. Or you can start at home—establish jobbing connections—sell to retailers and make a fat profit. Making money isn't half as hard as it seems. At least investigate my proposition. Write today, if only a postal card.

I stand ready to help you make good.

W. Z. LONG,
479 High Street, Springfield, Ohio

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PERSONAL GLIMPSES

THE IRREPRESSIBLE IRWINS

WILL and Wallace Irwin are extraordinary literary geniuses if we are to believe what James Montgomery Flagg, the artist, says about them in *The American Magazine*. Will's specialty is reporting big things, going out on the firing-line, while Wallace views men and affairs more from a distance, and turns off prodigious quantities of verse and prose. Mr. Flagg says one of them is thirty-six years old and the other thirty-eight, he knows not which. They came to New York from California.

They naturally colleged and wrote and edited out there, but the lotus-leaf salad, which is the principal article of diet along that coast, began to pall on these stout, blond literary geniuses, so here they are.

When I say blond I hasten to qualify. Not the pink-and-white godforbid blond, but the Pongee—they are pongee color, hair and all. Will's pongee hair crackles and curls on the edge of his "Inspiration Point," but manages to behave more or less on the rest of the reservation, while Wallace's pongee nap rolls over and lies down respectably. Society hair.

Their foreheads have the true Pacific Slope, but are very high. Ten-inch upholstery.

Wallace has those Peking eyes—Bill's are a fast blue. The brothers have powerful and pointed chins. Like eggs. When they talk through their good-looking white teeth Dave Belasco himself could not produce a more realistic effect of the wireless in operation. These young men (both boys members of this club) snap out ideas sixty to the minute—and the C. Q. D. signal is not in their code-book. Will was star reporter on the New York *Sun*, and at that time Wallace was writing a poem a day for *The Globe*—he kept that up for a year. But that was nothing. They wanted him to write the whole paper in verse, but he found it would cut into his lunch-hour.

Will has stated that a severe illness at a critical time saved him from Harvard.

Will was managing editor of *McClure's Magazine* at one time and so became M. R. D., Doctor of Muck Raking. He chased the Demon Rum to its adulterated lairs all over the country for *Collier's*.

Wallace created Hashimura Togo, whose screamingly funny letters of a Japanese School Boy were for quite a while believed to be written by a *bona fide* Jap, so truly Japanese were they in character.

Wallace writes a great deal of satire, and politics and politicians are his favorite subject. His rimes on many leading men have made the whole country laugh. The persons at whom his humorous verses are aimed usually squirm when struck, for Mr. Irwin's verbal bullets usually go straight to the target. Mr. Flagg adds:

When *Collier's* wanted the inside history and a critique of all the prominent newspapers in the United States, a flabbergast-

Over 100,000 Housekeepers

Now Testify to the Wonderful Merits of the Rapid Fireless Cooker

MADAM, please do not consider the saving of 75% of your fuel bill—75% of your time—half your work—food 75% better cooked, as being all of the merits of my Fireless Cooker. The great convenience is another large factor, so write thousands of users—the convenience of placing your food in the cooker, the shutting up of your hot kitchen and going to the club, matinee, shopping, calling, getting out of doors and coming home to find your meal most deliciously and perfectly cooked, without the slightest chance of burning or drying up, or being under- or over-done.

Let Me Prove These Things to You For a Month at My Risk

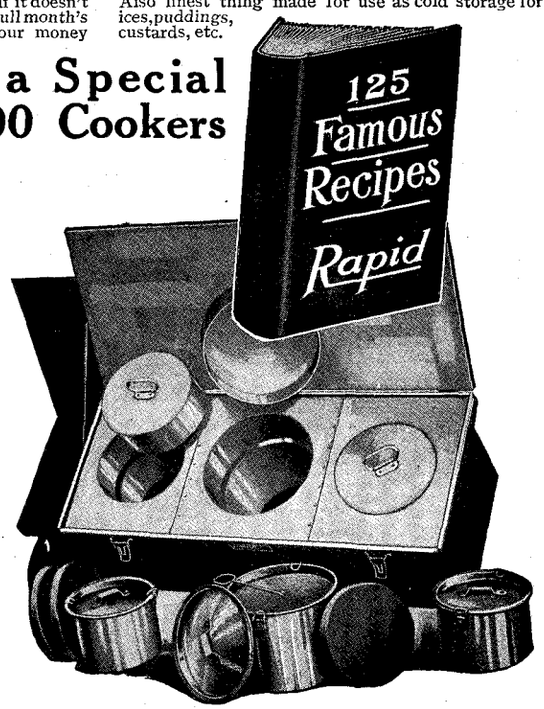
I am the original fireless cooker man, selling direct from factory at factory prices. I have made and sold more cookers than all other cooker concerns combined three times over. It is because, first—my cooker is the most practical, hygienic rapid fireless cooker made, and second—because I sell it at factory prices, saving you from ⅓ to ½ in cost.

Then you don't need to keep my cooker if it doesn't prove all my claims for it, because I allow a full month's trial in your own home at my risk—your money back if the cooker is not satisfactory in every way.

Description: Metal throughout, including nests and covers, no pads or cushions to absorb odors; cooking utensils all highest grade aluminum, compartments aluminum finish, rust proof with proper care. Steams, stews, bakes, broils, fries, and boils all kinds of meats, breakfast cereals, vegetables, etc. Also finest thing made for use as cold storage for ices, puddings, custards, etc.

I Am Making a Special Price On 10,000 Cookers

Let Me Mail You Prices and This Free Book of 125 Famous Fireless Cooker Recipes



You will be surprised at the low direct prices I make you, so low that you will not think of being without a cooker—the most convenient thing in the house, when you have read my book. Write me today. I will gladly mail you the book of recipes and quote you prices.

Remember, I ship promptly and save you money on the best fireless cooker ever made, the old, original **RAPID.** Why take chances on any other cooker when over 100,000 users point the way to sure success with the **RAPID?**

Wm. CAMPBELL, Pres.

Wm. Campbell Co.

Dept. 350 Detroit, Mich.

Studebaker Warerooms, New York, N. Y.

All cement floors need Dexter Brothers

Petrifax Cement Coating

There is bound to be more or less powdering. Two coats of Petrifax give a hard surface that will not crack or peel. Washable, and prevents spotting from oil or grease. Especially adapted to use in garages, factories, hospitals, gymnasiums and public buildings. Made in white and several shades. Write for an interesting booklet.

DEXTER BROS. CO., 117 Broad St., Boston, Mass.
1133 Broadway, N. Y. 218 Race St., Philadelphia, Pa.
Makers of Dexter Bros. English Shingle Stains.

AGENTS: H. M. Hooker Co., Chicago; Carolina Portland Cement Co., Birmingham & Montgomery, Ala., Jacksonville, Fla., Charleston, S. C., New Orleans, La., and Atlanta, Ga.; Sherman Kimball, San Francisco, Cal.; Hoffschlager & Co., Honolulu, and dealers.

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Protection from Fire and Theft at Small Cost

Years of experimenting in the largest Metal Furniture factories in the world has produced a roomy, fire-resisting and theft-proof safe at a price within the reach of any office. With an adjustable interior, adaptable to each customer's filing system, it is more convenient in use than safes that cost four times more.

Art Metal Safes

are built with double walls of heavy plate steel, double lined throughout with asbestos. Joints are welded—no cracks or crevices to open. Walls are reinforced to prevent warping under extreme heat. An air chamber insulation extends all around—*the best known fire retardent.*

"Art Metal" Safes with interior fittings for all sizes and styles of filing systems can be supplied from our factory stock. Samples are on exhibition at our branches and agencies in all large cities.

Built to Order Work

We have unequalled facilities for building to order complete equipment in Steel and Bronze for public buildings, banks, libraries and offices. Plans and estimates furnished.

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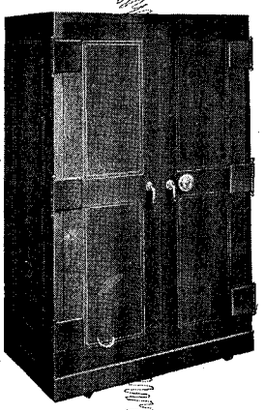
ART METAL CONSTRUCTION CO.
JAMESTOWN, N. Y.

Branch Offices: New York, Chicago, Boston, Washington, Pittsburg, Kansas City, Los Angeles, St. Louis. Agencies Everywhere.

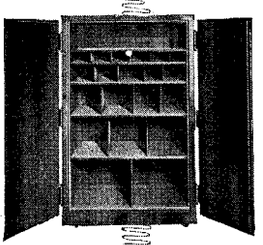
Distinctive Features

Regularly finished in "Art Metal" Olive green enamel, neatly striped in gold. Other finishes to order. Combination lock. Doors swing back against sides. Mounted in swivel casters—easily moved about. Outside measures, 39 3-8 x 64 3-16 x 23 1-2 inches. Inside clears, 35 1-8 x 56 1-2 x 20 inches.



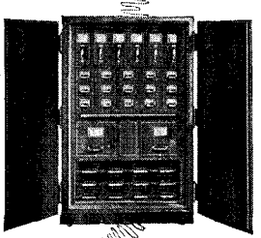
Adjustable Pigeonholes

Shelves and partitions slip into place without the use of tools, making any pigeonhole or compartment desired. You can build an interior just as you want it.



Fitted with Sectional Cabinets

The interior admits any combination or arrangement of "Art Metal" sectional steel filing cabinets, providing just the conveniences that each customer's filing system requires.



BROWN'S BRONCHIAL TROCHES

A remedy of superior merit for Coughs, Hoarseness and irritation of throat, giving wonderful relief in Lung Troubles, Bronchitis and Asthma. Free from opiates or any harmful ingredient. Sold only in boxes. **Sample mailed free.**

JOHN I. BROWN & SON, Boston, Mass.

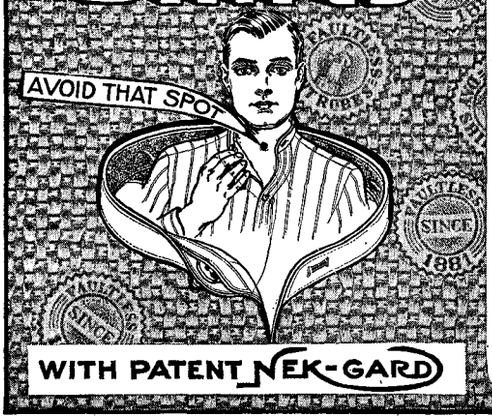
GEM VENTILATORS FILTER THE AIR

Safeguard your health by using a Gem Ventilator. Instantly adjustable to windows of different widths. Prevents draughts, rain, snow and dust.

Ask your nearest hardware dealer or write for folder.

GEM VENTILATOR COMPANY, Boston, Mass.

Faultless Shirts



The only shirts made with the patent Nek-gard which protects the neck in *front* as well as back, thus avoiding bruising, pinching and that unsightly spot on the front of the neck which contact with collar button usually causes. Add this big advantage to the superior style, fit and quality of FAULTLESS Shirts and you have every reason for preferring them. We have not yet been able to supply all localities, but will see that you are supplied if you cannot obtain from your dealer. They cost $1.50 and up and are distinguished by this label.

"Faultless" SINCE 1881 REG'D

E. ROSENFELD & CO.
DEPT. D BALTIMORE, MD., U. S. A.

Makers of Faultless Night Shirts and Pajamas—"The Cozydozy Kind."

WITH PATENT NEK-GARD

ing job, Will up and did it—and did it a beautiful seal-brown, too. Hearst threatened to arrest Will and Robert Collier on the day *Collier's* printed the article about Hearst. Will stayed a day longer in the city than he had intended so as not to miss the arrest and had a photographer hired to get a picture of Collier and himself manacled together and being led into the Tombs. Will was rather cut up about it when the arrest didn't come off.

The Irwin brothers' middle name is Enthusiasm. They have large drawing accounts at the Day and Night Bank of Ideas and their check-books are always in use.

When one considers that their names are so often linked together it seems curious that they have never met! They have so much in common, including physical resemblance, two parents, enviable reputations, the free use of Central Park, voluptuous figures, and many other perquisites.

If there had not been an earthquake in San Francisco for Bill to write the story of he probably could have produced one—perhaps by getting under the asphalt and pushing it up. Now Wallace is different—he could and did describe the Spanish War just as it never happened without leaving his boudoir. And *Collier's* printed it. The worst of it was, they liked it.

It's all quite simple, this brother act. They have cornered the market in poetry and prose.

It is fortunate that they were not triplets or Walter Irwin would be doing all the illustrating of the magazines—and the Wickersham would get 'em!

COVELL'S MAGIC COLLAR-BUTTON

A COLLAR-BUTTON was to George B. Covell, of New York City, what the wonderful lamp was to Aladdin. The story of what it accomplished—or what its owner accomplished with it—reads like an extraordinary novel of adventure, but Mr. Covell thinks it is little more than a plain tale of business. It took him and his wife and children around the world, the tour lasting more than three years. It might enable them to encircle other worlds if there were any more within reach. People in foreign lands marveled at the button, and in many countries Mr. Covell sold copies of it by the ton. Even the conservative Chinese bought them in large quantities. The New York *Evening Mail* is authority for the story of Mr. Covell and his button. It says in part:

The Covells finished the last lap of their journey when they arrived in New York from Havre. Mr. Covell wore his original capital in his shirt and refused to grow excited when marveling persons told him he had done an unusual thing.

"It's nothing," he said, modestly. "Any one could do it, provided they had faith in their collar-button. I had faith in mine, because I invented it myself. I had a ton of them made before we started out."

"Aha," interrupted an interviewer, who thought he saw a great light.

But Mr. Covell forestalled him.

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"No," he said, "it wasn't because I was afraid my original capital would roll under a bureau and get lost that I laid in such a stock. I got them to sell. What's more, I sold them, and the profits paid all our expenses for our three-and-a-half-year trip."

Prest for more details, he explained that he had always had a desire to see the world. The prospects for such a trip were very dim, however, until the spring of 1908, when he invented a collar-button that would actually hold a collar in place and that when dropt wouldn't roll out of sight, because it had square edges.

The early orders for this button were encouraging, and he decided to sell them himself. Ordering the ton of them aforementioned, he shipped them on ahead in small consignments and started westward with his wife and three-year-old daughter, Ruth.

In September, 1908, he found himself in Seattle with his original stock of collar-buttons depleted, but the family exchequer in better shape than it had been in a long while. While waiting there to have more collar-buttons made, his wife presented him with another little daughter, who was christened Beatrice.

Then, in December of that year, the second ton of collar-buttons came along, and Mr. Covell started from Seattle with his family to introduce his button into Hawaii.

While down there some one tipped him off that the Fiji Islanders were tiring of sea-shells as ornaments, so the Covell cavalcade took ship for the Fijis and did a rushing business with the big chiefs, all of whom provided their wives with five-strand necklaces of the gold-plated buttons.

From the Fijis, Mr. Covell took his family to Australia, where another ton of collar-buttons ordered by cable awaited him. He sold these in a few months and then started for home by way of Asia and India.

Knowing that the Chinese were not, as a rule, given to buying new inventions from foreigners, Mr. Covell looked upon China as a poor field of operations, but he tried it, anyway. He had half a ton of buttons shipped there as a mercantile experiment. Here is more from *The Evening Mail*:

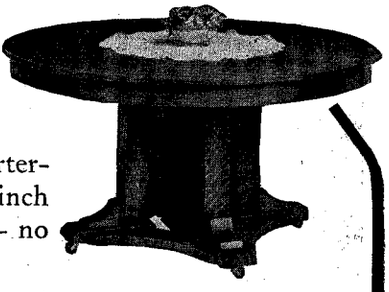
The wisdom of this move was demonstrated when the native Chinese statisticians, grown weary of the humble wooden buttons on their counting-machines, experimented with "foreign devil" collar-buttons, and, finding that they could be pierced and slipt on wires just as easily as the wooden buttons, adopted them in their stead.

The family fortunes had grown to such an extent by that time that the head of the family decided it would not be necessary to sell any more collar-buttons to get them home, so the pocket-books of the natives of India did not suffer any when the Covells traveled through.

Nor were any of the collar-button merchants of the Piccadilly forced to go through bankruptcy proceedings after the Covells had passed joyously along.

REGISTERED
MOVEO ET PROFICIO
KNOX
The Finest Blooms on the Spring Hat Tree
KNOX
Agencies in every important city in the world
The Knox Hat Manufacturing Co.
FACTORY: Brooklyn, N. Y.
SALES ROOMS: 452 Fifth Ave., N. Y.

DEALERS SELL THIS DINING TABLE FOR $45.00
AND IT IS WORTH IT



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Our Factory Price To You $19.00

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Your money back at once if you are not satisfied — Guaranteed.

WRITE for our beautiful illustrated Furniture Book now. Many more attractive pieces at equally low prices for living room, den, dining room, library or bedroom. Everything shipped in complete sections. A few minutes with screw driver and it is all ready for use.

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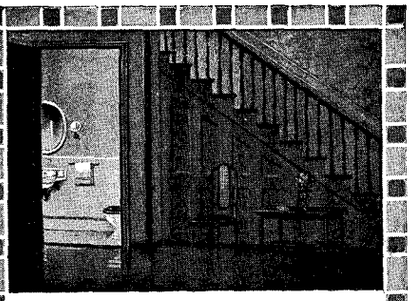


It Can't Be Heard

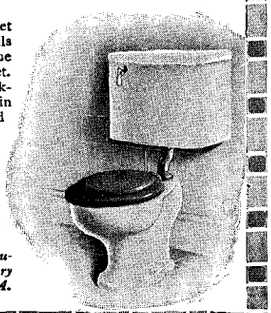
So quietly do Siwelclo Closets flush, that they are now being placed in lavatories under the stairs *in lower halls*. This should satisfy every one that the

Siwelclo Noiseless Siphon Jet Closet

can not be heard outside its immediate environment. Its sanitary features are perfect.

Made of Trenton Potteries Vitreous China. You can find nothing to equal our Vitreous China and Ideal Solid Porcelain for your household. Ask your plumber or architect.

Send for Booklet No. S13, which tells fully about the Siwelclo Closet. Ask also for booklet "Solid Porcelain Washtubs and Sinks."



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Trenton, N.J., U.S.A.
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Write for beautiful book on Red Cedar Chests, free. Send your name. How to save furs and woolens from moths, mice, damp and dust. Illustrations show many handsome styles of Piedmont Southern Red Cedar Chests.

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Tells how much you can save at our factory. You will be astonished. All particulars of 15 days' free trial. Write today.

Piedmont Red Cedar Chest Co., Dept. 66, Statesville, N. C.

I Value a Rose By Its Vitality

Size alone, in a rose plant, counts for little; it must have a rugged, sturdy vitality if it is to succeed—and *that* comes from careful and intelligent breeding. There are only a few places in the country where Rose plants can be grown *exceptionally well*—my Rose Nurseries are located in one of them.

WHY THIS SECTION IS IDEAL FOR ROSE CULTURE

We have a very long growing season; hence I can put more size into a plant of a given age than growers can in colder climates, though my plants are as hardy and will transplant just as successfully. I am growing nearly 150 varieties of Roses;

MY BOOK "FAIRFAX ROSES"—FREE lists, describes, and illustrates Roses, Dahlias, Chrysanthemums, rare Ferns, Bedding Plants, etc. Write for it *now*.

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Box 56, Oakton, Fairfax County, Virginia

THE SPICE OF LIFE

Warning Him.—HE (anxiously)—"How long, darling, will it take to complete your trousseau?"

SHE—"All the rest of my married life."—*Life.*

Vivid Imagination.—"Great Scott, Maria, that's a daring dress!"

"It's a fancy costume."

"Well, if I were you, I would stick a little closer to fact."—*Judge.*

Sad Indeed.—"Well, I see that that jackass Elderberry has gone and put his head in the noose again," said Hawkins.

"Worse than that," said Banta. "He's got it in the noose-papers.—*Harper's Weekly.*

Catty.—JANE—"You should have seen the handsome chap who threw me a kiss from the car window."

BESSIE—"Express or local?"

"Express. Why?"

"I understand."—*Meggendorfer Blaetter.*

On the Prince.—"When I was abroad, I was constantly taken for a certain crown prince whom I believe I resemble."

"I suppose you had to shell out some large tips."

"No, I let the prince get the reputation of being a piker."—*Washington Herald.*

A Ready Giver.—"I approach you in a worthy cause, Mr. Titewad. We want to raise $100,000—a prominent philanthropist offers to contribute a quarter of it."

"Oh, well," said Mr. Titewad, hastily, "I don't mind giving another quarter. Can you change a half?"—*Housekeeper.*

Would Linger Longer.—In a storm at sea, the chaplain asked one of the crew if he thought there was any danger.

"Oh, yes," replied the sailor; "if it blows as hard as it does now we shall all be in heaven before twelve o'clock to-night."

The chaplain, terrified at the expression, cried out, "The Lord forbid."—*Life.*

Sausages and Art.—Robert Henri, the painter, was talking about those millionaires who buy, merely to show off, doubtful "old masters" at fabulous prices.

"Their knowledge of art," Mr. Henri said, "is about equal to that of the sausage-manufacturer who said to Whistler:

"'What would you charge to do me in oil?'

"'Ten thousand dollars,' said Whistler promptly.

"'But suppose I furnish the oil?' said the millionaire."—*Dallas News.*

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This System is the most Simplified of any type Air Pressure Water Works System.

For either hand or any type power equipment. The smallest size we can furnish complete, **ready to Install, for $39.00.** If you are interested, write for our circular "X C." showing the different types. Buy from first hands—save middleman's profit.

Sixty Days' Free Trial
Money Back if not Pleased
We take the risk. SATISFIED USERS EVERYWHERE

THE BALTIMORE CO., Baltimore, Md.

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IF you haven't sent yet for the big Thorburn Seed Catalog; write to-day. If you haven't written yet for the series of helpful books on Garden culture; do it now. These books are all free.

The big Catalog gives you a wealth of information regarding all details of Seed selection and planting. It contains 144 well illustrated pages and is a veritable encyclopedia of gardening knowledge and advice. It tells you all about

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Seeds of greater purity and fertility have never been grown. Thorburn's seeds have back of them a record of 110 years of fair dealing.

AND the series of booklets mailed one each month are free to users of Thorburn's Seeds. These booklets will contain timely hints about the care of your Garden. They will tell you what to do just when you have gardening problems to solve. The big Catalog and the monthly books will bring a liberal education to every Garden enthusiast.

Write for these interesting books to-day. No long letter is necessary.

Just Say: ***"Send me the big Catalog and put my name on the list to receive the series of monthly books"***

Then write your name and address as fully and plainly as possible. Better write now before you forget it.

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till you have read the Six Free Chapters written by Robert Essex after a Quarter Century's Experience in the business. They tell *How to Make Money With Poultry; How to Build Low-Cost Poultry Houses.* They tell Fanciers, and Women, and Farmers how to *START RIGHT*, and also tell all about America's Largest Line of Incubators and Brooders. The book is FREE. Write today. Address,

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Latest Book "Profitable Poultry," 120 pages plain, practical facts, 160 beautiful half tones. Tells how you can succeed with poultry. Tells about big poultry farm. 45 pure-bred varieties. Lowest prices, fowls, eggs, incubators, etc., sent for 5 cents.

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True-to-Name Catalpa Trees Ten times your money back if not true Speciosa. Also Catalpa Seed. Cypress trees, most beautiful in the world. Free booklet.

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Sow **KALAKA.** It is specially selected, specially tested grass seed, and pulverized manure—the ideal combination to grow quick, hardy, lasting turf. For seeding new lawns or putting new life into the old lawn nothing equals

KALAKA Fertilized grass seed

Packed in 5 pound boxes at $1.00 per box, express paid *east*, or $1.25 *west* of Omaha. Write and ask for prices on special mixtures for special locations and purposes. Order today and have the best seed money can buy. *Get our free lawn book.*

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Cynical.—" I don't believe that story about Nero fiddling while Rome burned."

" Why? "

" Any true musician would have known better than to try to hold an audience while the fire department was turning out."—*Washington Star.*

A Winner.—" Was the charity ball a success? "

" Oh, yes, indeed. They say the gowns must have cost a half-million at least."

" And how much was raised for charity?"

" Why, nearly $700. Wasn't that fine? "—*Cleveland Plain Dealer.*

Affectionate.—SCADS—" Blinks is a lucky old dog; his wife fairly worships him ! "

STACKS—" Yes; but she carries it too far sometimes. I was out there to dinner unexpectedly the other day, and she served up a burnt offering."—*Judge.*

Do You Know Any ?—" I see that Hetty Green's son says he is looking for a wife who can wash dishes."

" Let him be careful. This country is filling up with husbands who have to wipe the dishes their wives wash."—*Cleveland Plain Dealer.*

A Side-step.—" What is your occupation? " asked the good woman, as she handed out the fourth roast-beef sandwich.

" I am a ex-pounder, madam. My delivery has become impaired, and I find it very difficult to get a bout," answered the weary traveler.

Thereupon the one-time pugilist took his leave, and the good woman murmured " Poor fellow ! "—*Judge.*

Years Well Spent.—One of Pittsburg's leading manufacturers does not think so highly of the value of a college career. He was taking a fellow magnate to task the other day.

" Well, I hear your son is through college."

" Yes, he's through."

" Put in four years, I s'pose? "

" Four years."

" And did he learn anything whatever that was useful during those four years? "

" Oh, yes. He learned to operate an automobile so well that we have put him in charge of one of our big electric trucks."—*Pittsburg Post.*

Ancients Up to Date.—Adam confest.

" There is probably a dictograph up the tree," he remarked.

The Ancient Mariner mourned.

" Water, water everywhere, but not an individual drinking-cup ! " he cried.

Therefore he went thirsty.

Jack the Giant-killer lamented.

" Instead of an invisible coat, I'd rather have invisible flannels," he cried.

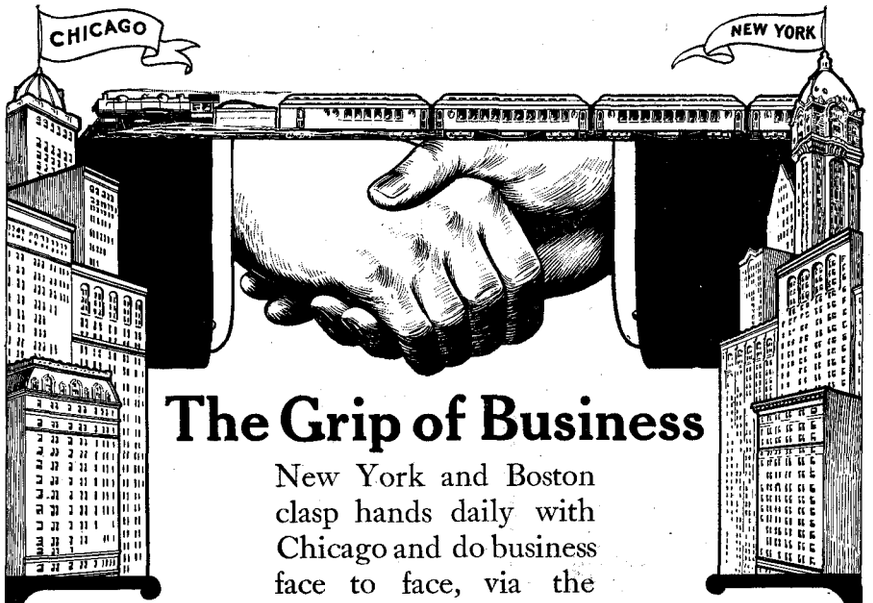
Herewith he dutifully donned what his wife commanded.

Noah took the donkey and elephant aboard.

" Lookout and compass," he explained. " They will point with pride and view with alarm."

Absalom was hanging by his hair.

" I wish it was a cherry-tree and little George Washington would come along," he muttered.—*New York Sun.*



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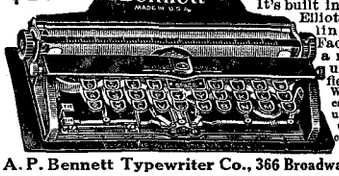

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In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

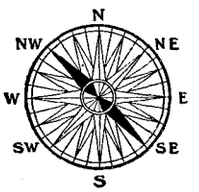
"L. M. S.," Boston, Mass.—"Kindly state whether there is any approved form of address for a business firm composed of women."

G. P. Quackenbos's "Rhetoric" says on this point: "In addressing a business firm, place on the first line its proper style and title; and, on the second, the word 'Gentlemen' or 'Ladies,' according to the sex of the parties composing it. . . . Examples: . . . 'Mesdames E. & J. Lacratelle: Ladies.'"

"W. L. D.," Jersey City, N. J.—The rule for the proper form of the verb to be used in such sentences as you cite is found in Bullions' "English Grammar," p. 237: "The subjunctive mood is used in dependent clauses when both contingency or doubt, and futurity, are exprest; as, 'If he *continue* to study, he will improve.' When contingency or doubt only, and not futurity, is implied, the indicative is used; as, 'If he *has* money, he keeps it.' . . . Whether futurity is implied or not must be gathered from the context. In general, when the sense is the same with *shall, will,* or *should* prefixt to the verb as without it, the subjunctive may be used; otherwise, not. . . . Formerly the subjunctive was used to express contingency or doubt, whether futurity was implied or not. Of this the English Bible furnishes examples on almost every page."

"N. B.," Mocanaqua, Pa.—"Kindly state which is the correct word to use in the following sentence, 'The room has four windows on *either* [or *each*] side,' referring to a room which has sixteen windows, four on a side."

The STANDARD DICTIONARY defines "either" as "one or the other of two, indeterminately or indifferently; each of two; both; one and the other separately." The same authority defines "each" as "being one of *two or more* distinct or distinguishable individuals similarly related and forming an aggregate." From this it will be seen that "each" is the proper word to employ here, "either" not being permissible, as its use would imply that there were but *two* sides, instead of *more than two.*



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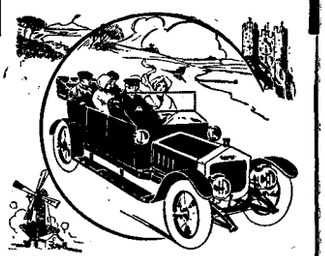

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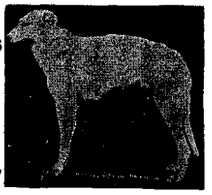

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CURRENT EVENTS

Foreign

February 22.—A decree annexing Tripoli is passed by the Italian Parliament.

A mass-meeting in St. Petersburg, attended by *fifty members of the Duma, protests against* the denunciation by the United States of the Russo-American treaty.

February 23.—Maurice Tabuteau breaks the world's aerodrome record by flying 141 miles and 640 yards in two hours at Pau, France.

February 24.—Dispatches say the Italian warships bombarded Beirut, Syria, killing sixty persons, and wounding others.

February 25.—The Italian Government denies that Beirut was bombarded, saying that only some Turkish war-ships in the harbor were fired upon.

February 27.—Rebels take the Mexican city of Juarez after firing only a few shots.

The British army estimates for 1912–13 are fixed at $139,300,000, an increase of $850,000 over the preceding estimate.

February 28.—The British Government acknowledges its failure to avert the threatened strike of 700,000 coal-miners.

A bill to transfer to Russia a province of Poland is rejected by the Duma.

A son is born to the Crown Princess of Sweden.

Domestic

WASHINGTON

February 22.—Colombian Minister Ospina is recalled.

February 23.—The State Department receives a note from the Colombian Government inviting Secretary Knox to visit Cartagena.

February 24.—A modified "money trust' investigation resolution is passed by the House.

February 27.—It is announced that the Federal Government will investigate the action of the municipal authorities of Lawrence, Mass., in preventing the exportation of children to another city.

GENERAL

February 22.—W. Morgan Shuster, deposed American Treasurer-General of Persia, returns home.

February 23.—Secretary of State Knox and family sail from Key West for Central-American ports.

The Supreme Court of New York sustains a writ of habeas corpus procured by attorneys for F. E. Brandt, sentenced five years ago to imprisonment for thirty years on a charge of burglary in the first degree.

February 24.—Textile strikers at Lawrence, Mass., are prevented from sending their children to Philadelphia and a riot ensues.

February 25.—Colonel Roosevelt makes public a letter to seven Governors in which he says that he will accept the Presidential nomination if it is offered to him by the Republican party.

February 28.—American bankers, in conjunction with bankers of other countries, agree to advance China a loan of $50,000,000.

Sherlock's Clue.—Sherlock Holmes, the great detective, looked critically at the cigar that the little, thin, pale-faced man had just given him.

"You're married, sir," he said, "and you have a wife that is very fond of expensive gowns, fashionable hats, and other luxuries?"

"Yes, that's indeed true. But—"

"You have four or five daughters that are very extravagant, and a couple of sons that spend just as freely."

"You astound me. But—"

"You have a mortgage on your house."

"Everything is just as you say. But please tell me how you know all this?"

The great detective made a very wry face and, looking as if he would suffocate, said laconically:

"The cigar."—*Brooklyn Life.*

The Real Regretter.—"Does your wife regret that she married a poor man?"

"Not as much as I do."—*Judge.*

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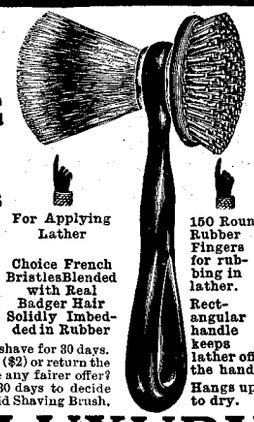

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Your dealer is authorized to give you a *30-day free trial* of the Luxury Brush before buying. Ask him about it.

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FACTORY PRICES *Do not buy* a bicycle or a pair of tires from *anyone* at *any price* until you write for our large **Art Catalog** and learn our *wonderful proposition* on first sample bicycle going to your town.

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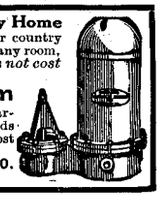
Install a Niagara Hydraulic Ram in your country home and you can have running water in any room, or stable, barn, garage, etc., *and it does not cost one cent to operate.*



Niagara Hydraulic Ram

runs by self water pressure from any near-by spring or flowing stream. Never needs attention. Can't get out of order. Its cost is really small. Write for catalog.

NIAGARA HYDRAULIC ENGINE CO.
P. O. Box 1001, Chester, Pa.

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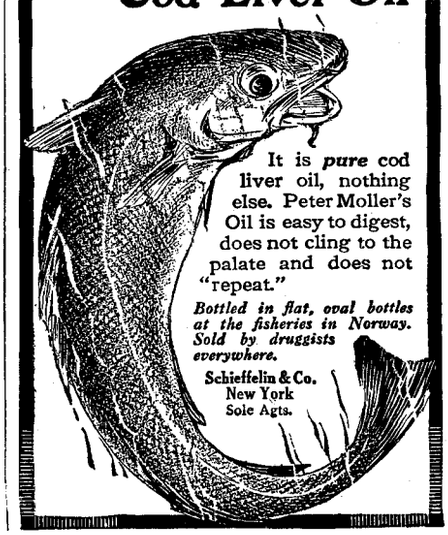
Peter Moller's Cod Liver Oil



It is *pure* cod liver oil, nothing else. Peter Moller's Oil is easy to digest, does not cling to the palate and does not "repeat."

Bottled in flat, oval bottles at the fisheries in Norway. Sold by druggists everywhere.

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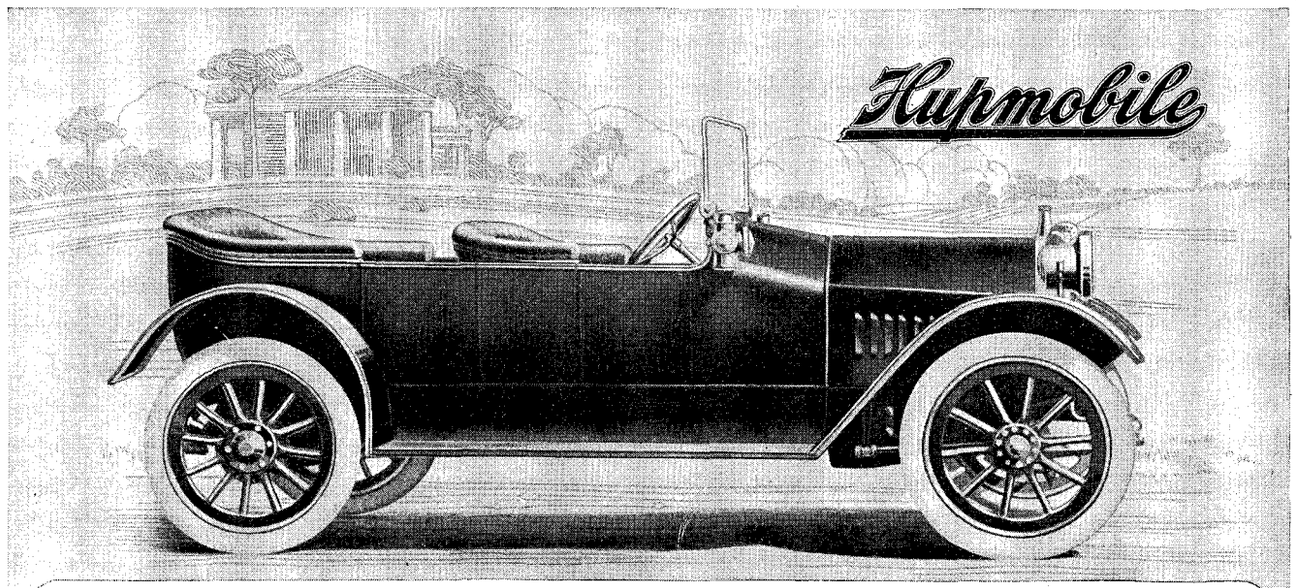


Hupmobile Long-Stroke "32" Touring Car, $900 F. O. B. Detroit, including equipment of windshield, gas lamps, and generator, oil lamps, tools and horn. Three speeds forward and reverse; sliding gears. Four cylinder motor, 3¼ inch bore x 5½ inch stroke. Bosch Magneto. 106 inch wheelbase. 32 x 3½ inch tires. Color, Standard Hupmobile Blue. Roadster, $900.

'Long-Stroke' means Long-Stroke in the new Hupmobile

We have figured always that it was the wisest kind of enlightened selfishness to give more than the public expected.

Thus, only one motor in America has a longer stroke than the engine in the new Hupmobile "32."

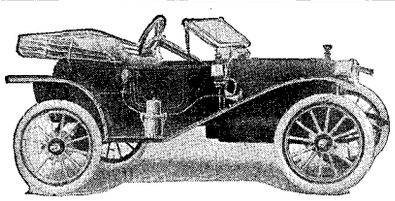
And the car which shares this distinction with the Hupmobile sells for several times the Hupmobile price of $900.

The relation of stroke to bore in the new Hupmobile is the mean average of the best and latest European practice.

But we did not stop with this positive assurance of greater pulling power.

The cylinders are cast en bloc, and the crankshaft, of special drop forged high carbon steel, equipped with three especially liberal bearings, instead of two.

Note those evidences of extra-generous construction, one at a time, please, and compare them with other cars at the Hupmobile price.



Standard 20 H. P. Runabout, $750

F. O. B. Detroit, with same power plant that took the world touring car around the world—4 cylinders, 20 H. P., sliding gears, Bosch Magneto. Equipped with top, wind-shield, gas lamps and generator, oil lamps, tools and horn. Roadster $850. Coupe $1,100.

A recent exhaustive report of the efficiency of the Hupmobile runabout in nearly a year of army service is contained in a booklet entitled "A Test of Service," which we will gladly send on request.

Observe that the valves, for instance, are not only all at one side—an admirable advantage—but completely encased, yet instantly accessible and oil-tight and dust-proof.

Again, you find another evidence of careful workmanship in the manner in which the inlet and exhaust manifolds are cast integrally with the cylinder block.

You will also note the advance in construction that we have made by casting together, from the highest grade of aluminum alloy, the upper part of the crank case and the entire transmission case.

This construction is completed by making the lower part of the crank case from pressed steel.

You will see in this engine and transmission unit a triumph of mechanical adaptation, which makes for increased efficiency and space economy.

The full-floating rear axle of the Long-Stroke "32" is, in itself, a work of high degree, which places the Hupmobile in an exclusive class.

The rear axle connection is by means of a single universal joint, enclosed in a tapered tubular housing which is jointed to the transmission case.

By this means we avoid the use of truss rods, yet have produced the strongest and stiffest axle possible. Each rear wheel runs on two roller bearings mounted on the axle tube, while the axle shafts are bolted to the hub flanges.

You can ascribe all these constructive advantages to the fact that the Hupmobile organization has always been held practically intact.

In every essential it is the same as it was when the first Hupmobile was built.

The chief engineer, E. A. Nelson, is the same man who designed the original Hupmobile Runabout—whose priority in its own class has never been seriously disputed.

The department heads who have been associated with Mr. Nelson and the skillful workmen who have executed his designs, have remained with us in our progressive development.

We should be glad to send to your address 4½ x 8½ photogravures and full description of this handsome car.

HUPP MOTOR CAR COMPANY

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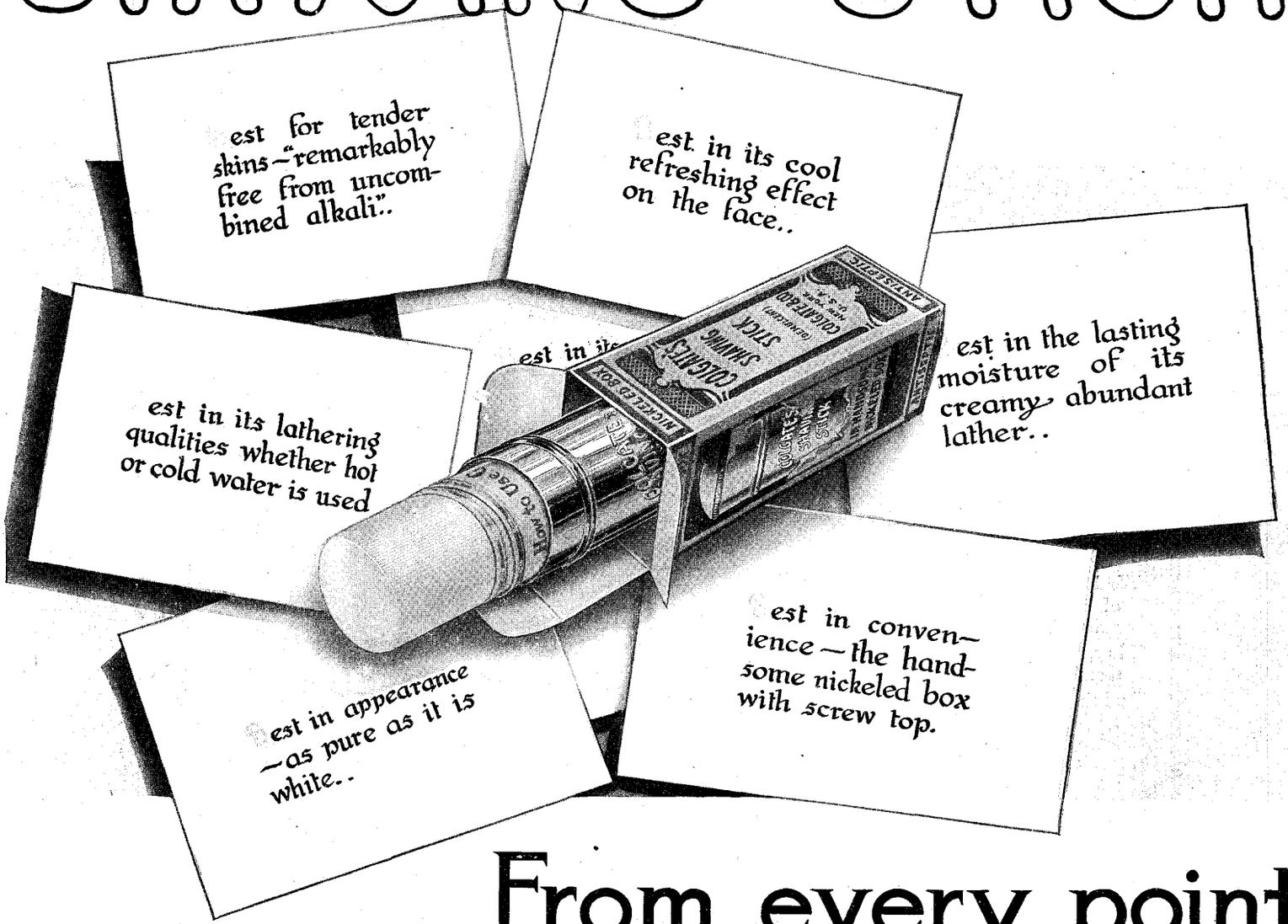
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est in its cool refreshing effect on the face..
est in its lathering qualities whether hot or cold water is used
est in the lasting moisture of its creamy, abundant lather..
est in appearance —as pure as it is white..
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